

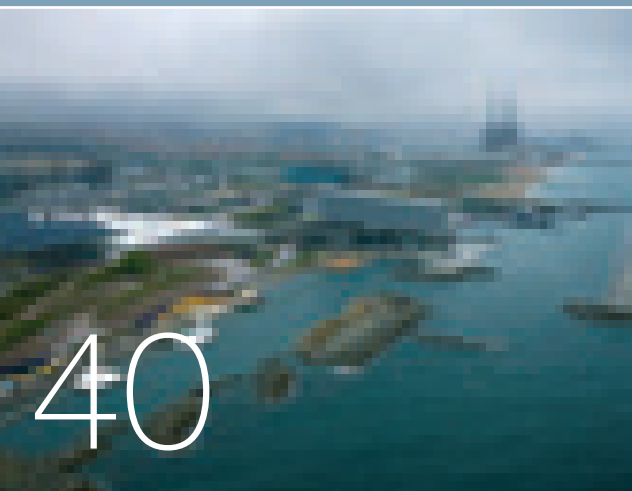
# DESTRUCTION AT ALL COASTS

# 2008

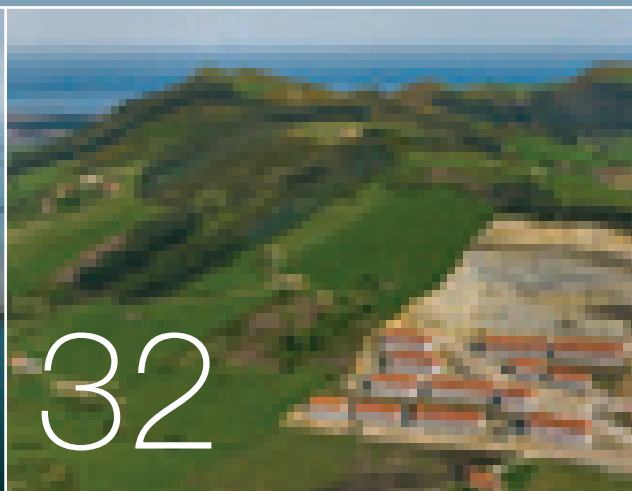
REPORT ON THE SPANISH COAST SITUATION

ENGLISH SUMMARY

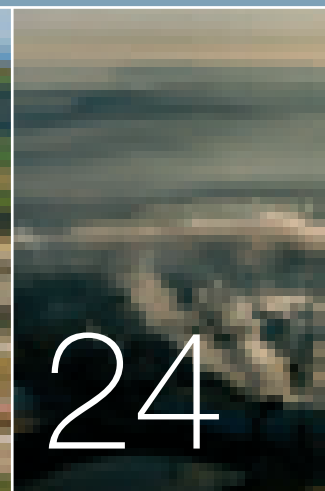
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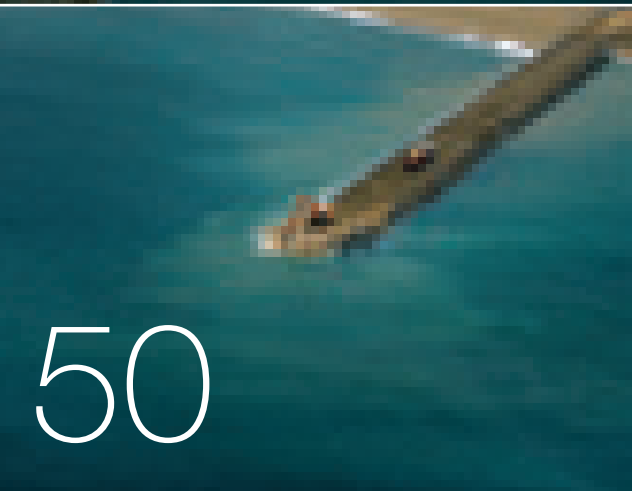
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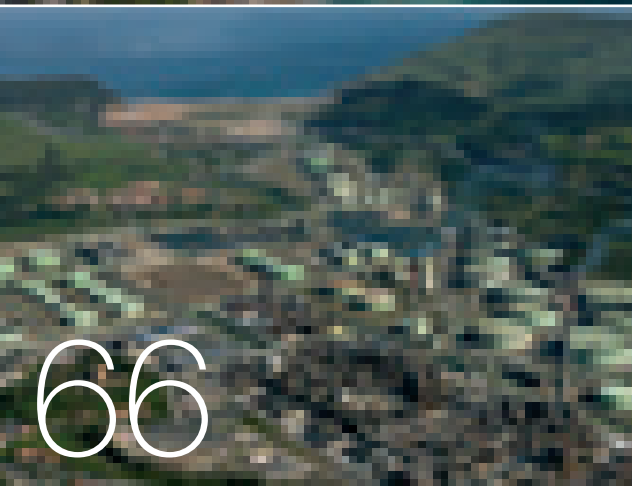
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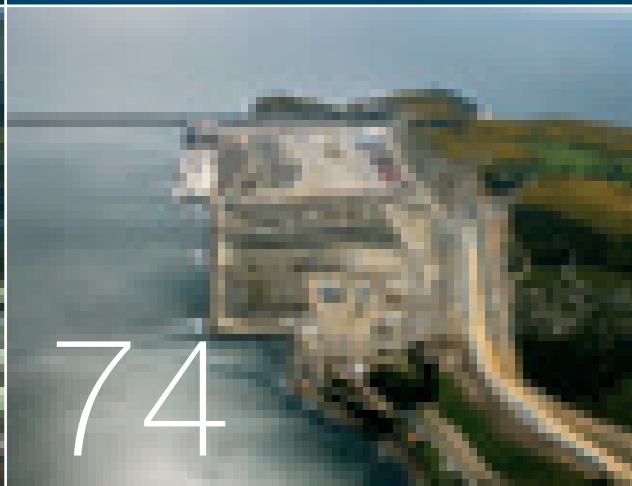
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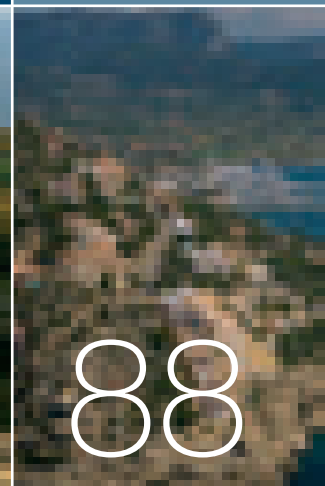
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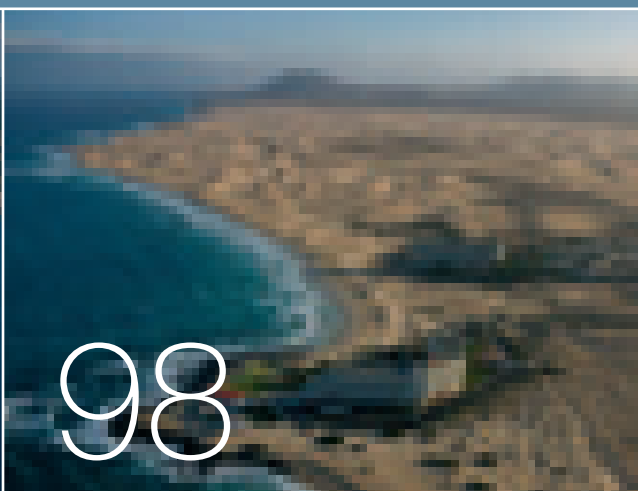
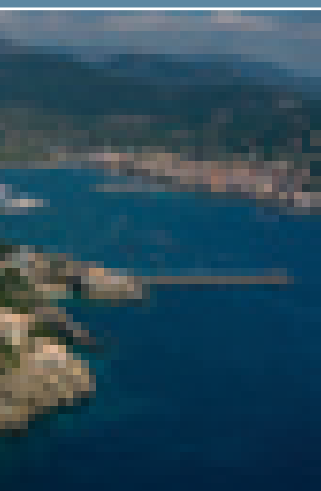


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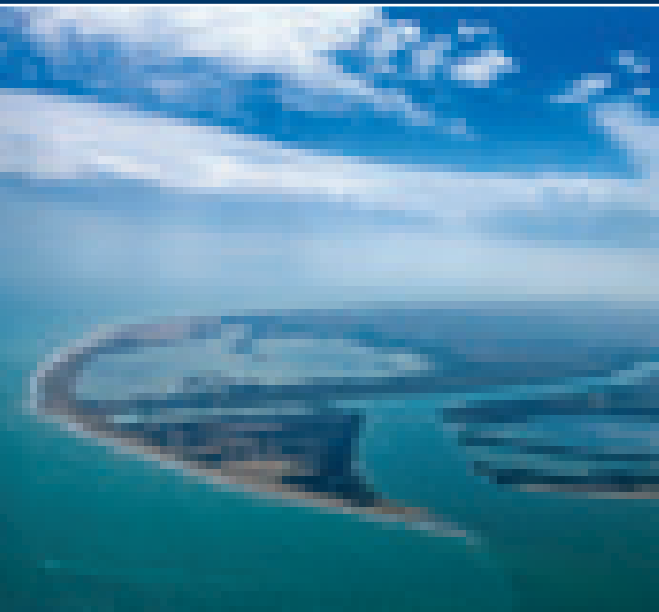


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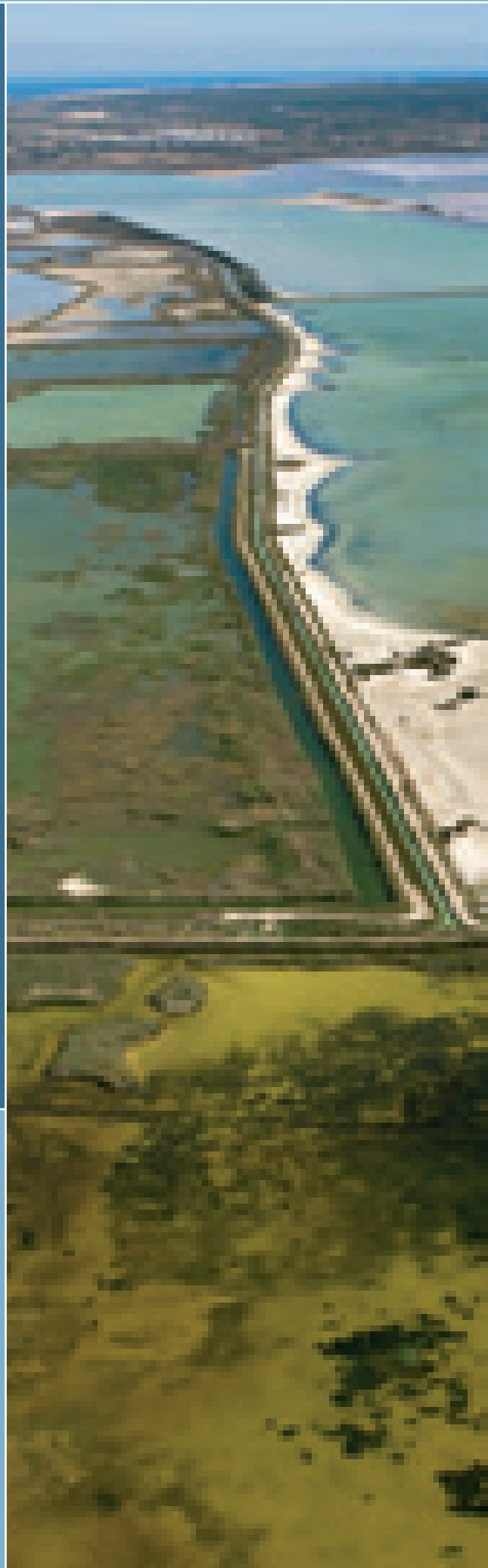
Effective management of natural resources and the maintenance of biodiversity are essential when considering the present and future conservation of ecosystems, particularly in relation to potential adaptations to climate change.

*Sustainability in Spain 2001.  
Spanish Sustainability Observatory.*

# Introduction



Ebro Delta at  
Tarragona





**T**he situation on the Spanish coast, which is analysed by Greenpeace every year, continues to deteriorate. The current threats are well known: Urban planning, far-removed from sustainability and quality of life, a multitude of new infrastructures in ports that fail to acknowledge the devastating environmental impact caused to sea life and the problem of polluted coastal waters which extends to some 8,000 kilometres of coastline.

The governments are, or should be, conscious of this situation, but they do nothing to remedy it, or only try to do so when it is too late. The biggest threats to our coasts are **building developments**. Many local coastal authorities have put all their efforts into converting the highest percentage possible of their territories into building developments. The Autonomous Regions (Comunidades Autónomas) responsible for approving municipal development plans rarely challenge the unsustainable proposals they receive.

The Builders and Developers Federation estimates that Spain needs more than 300,000 new dwellings every year. However, during the last four years, this number has almost tripled with 800,000 new dwellings valued between the second half of 2006 and May 2007. Now, the slump in the real estate market has plunged the construction sector into a depression that has affected the entire country.

This recession is particularly serious if taking into account the evolution of the second home sector, where factors unfamiliar with the Spanish economic landscape make the situation worst. Factors such as the decline in foreign investment, (mainly British where there is no longer tax relief on a second residence) and the opening of new tourist destinations in the Mediterranean, have brought about a noticeable decline of up to 70% in beach house sales, as is the case in Alicante. But the excess availability is not the only factor responsible. Unfair planning laws have created mistrust among potential buyers from abroad, whose communities have organised protest campaigns to request protection from their embassies and the European Parliament.

The time has come to stop this planning madness of recent years. There are many arguments in favour of this statement. One of the most important is the large number of cases for **planning corruption** under investigation by the Ministry of Justice. The feeling of impunity that has reigned for so many years must be banished from our territory.

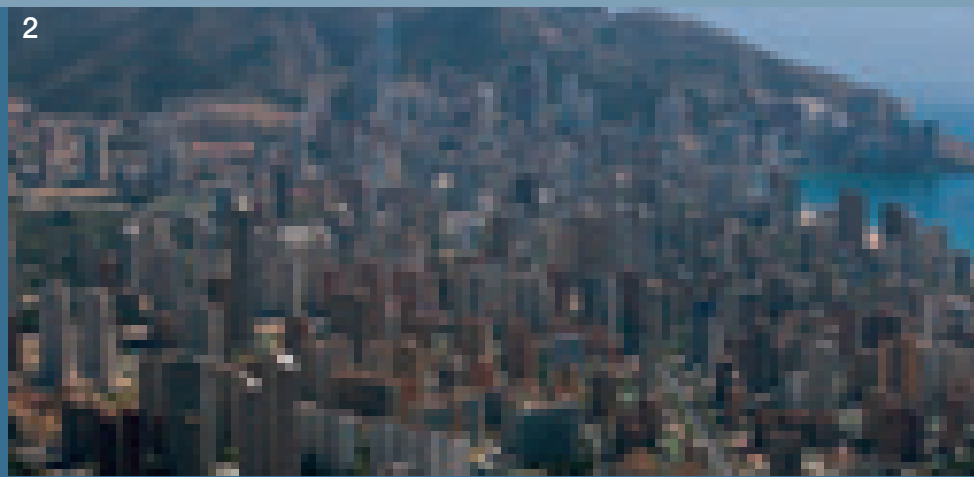
The solutions are neither easy, nor simple. The law must be seen to be effectively enforced and reinforced by legislative changes that do not tolerate injustice or excessive development. It is essential that regions which have not yet submitted conservation plans for the coastal fringe, such as Galicia, the Canaries and the Autonomous Region of Valencia urgently protect their coastlines by way of detailed plans. Planning laws need to be reviewed to limit growth to a sustainable rate, guaranteeing and stabilising the development of the economic sectors involved.

The recession will also have repercussions on **tourism** on the coast – a sector that has resisted adapting to new times for many years. Tourists' preferences have changed, in that they spend less money and stay less time at their chosen holiday destinations. The variety of choice has increased to such an extent that profitability of hotels, apartments, restaurants and leisure centres has fallen sharply. This is reflected in the official figures, that focus on increased visitor numbers rather than falling profits, which dropped by 2.8% in Spain overall last year. Governments continue with the same formula: building more and more hotels and infrastructures without caring for those already there, leaving them to their own devices. This is not the solution. More effort needs to be made to improve quality. This means caring for and being responsible for the environment. The future of coastal tourism is closely linked to the state of beaches, public areas that has been neglected by almost everyone.

Why is there no explanation for the innumerable projects approved for building new marinas? It is incredible that nobody acknowledges that if you want to conserve the coast you cannot cover it with cement. The obsession with yachting marinas for recreational boating involves all the governments. It is not easy to find a rational explanation for this attitude.



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Neither is it easy to understand how our governments allow such a high level of pollution in Spanish coastal waters. This report is an extensive review of the main factors polluting the coast. The situation in some places is very alarming: the activities chemical industry in Huelva and Tarragona and the condition of the estuaries of Galicia need urgent attention. As well as industrial spillage, millions of litres of untreated sewage end up on tourist beaches every day. Nobody seems to be seeking a solution for this serious problem and it needs to be a high priority for everyone, given the scarcity of this valuable resource.

The fresh **water shortage on the Spanish coast**, especially in the Mediterranean, should be addressed rationally and without political interference. In the meantime, we still dump untreated water and we still water golf courses with non-recycled water. The Hydrographic Confederations allow this misuse of water to continue, and for us to squander what little resources we have, wasting precious time that could be used to find real solutions: to manage the real demand for water.

Finally, the threat of **climate change** undoubtedly affects the state of the coast. The rising sea level will cause the coastline to recede significantly on the Cantabrian and Galician Atlantic coast (by an estimated 35 centimetres), and on the Mediterranean (estimated between 20 and 50 centimetres) by 2050. These predictions must be taken into consideration for all work done on the coast and in the policies introduced.

However bleak this may seem, all is not lost. Over the past four years, the Ministry of the Environment, led by Cristina Narbona, has continued with coastal land purchase programmes and has demolished illegal buildings. The disappearance of the Ministry, whose departments have been absorbed by Fisheries, leaves coastal policy in limbo. The new people responsible for coastal management over the next four years have not yet produced an action plan.

All of us who are concerned about the coast hope they will start work without delay. There is so much to do. They should begin with our coast's **worst problem of all: The Algarrobico Beach hotel**, which is still being built. It must be demolished right away. The so-called Strategy for Sustainability of the Coast, presented by the Ministry at the end of last year, is an extensive analysis of the coastal situation. The proposals in this document aim to achieve acceptable level of conservation for the mistreated Spanish coast. These measures cannot be implemented without a close cooperation with regional governments. It is a matter of conserving a tiny part of the land to ensure its future for the millions of people who depend on it. What are we waiting for?

1. Bilbao Port (Basque Country)

2. Benidorm (Alicante)

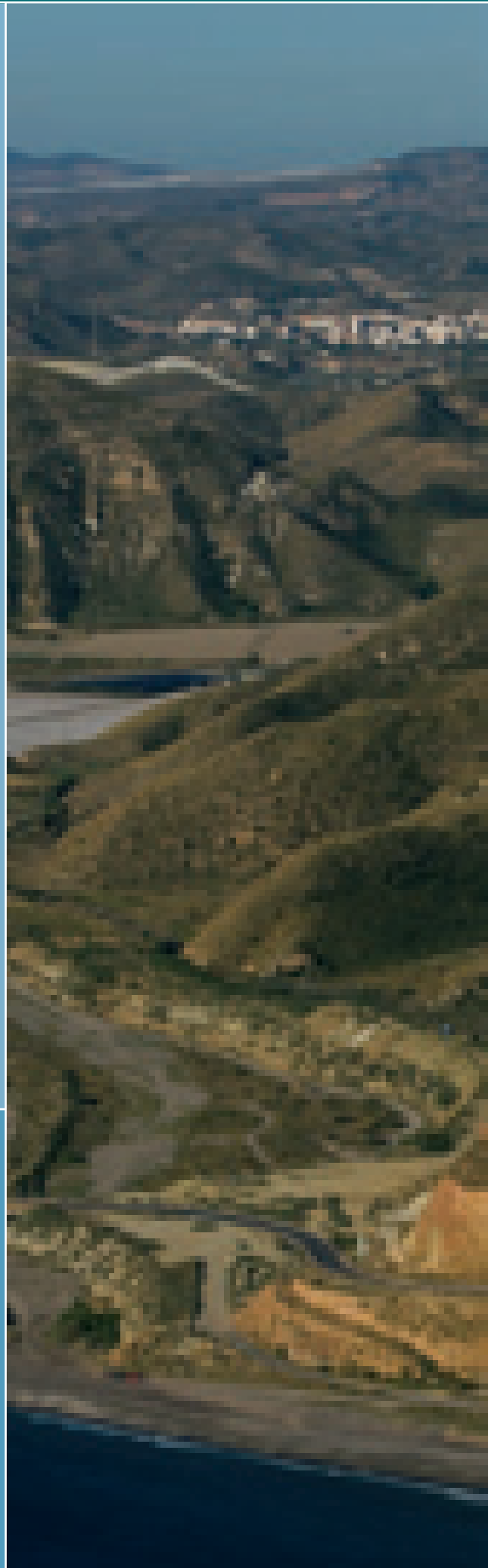
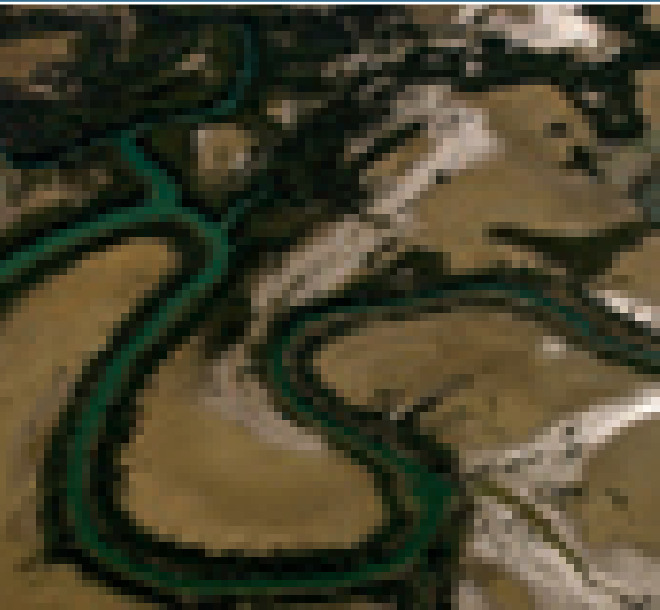
3. Villaviciosa Estuary (Asturias)

4. Maspalomas sand dunes (Gran Canaria)

Andalusia has experienced a notable increase of the artificial areas in recent years due mainly to the increase of diffuse urban surfaces, as well as an increase of a 500% in the areas occupied by highways and motorways. Areas destined to sports and recreational activities have experienced a growth over 150%. Is notable the loss of a 40% of its rivers and natural river beds in the last decade.

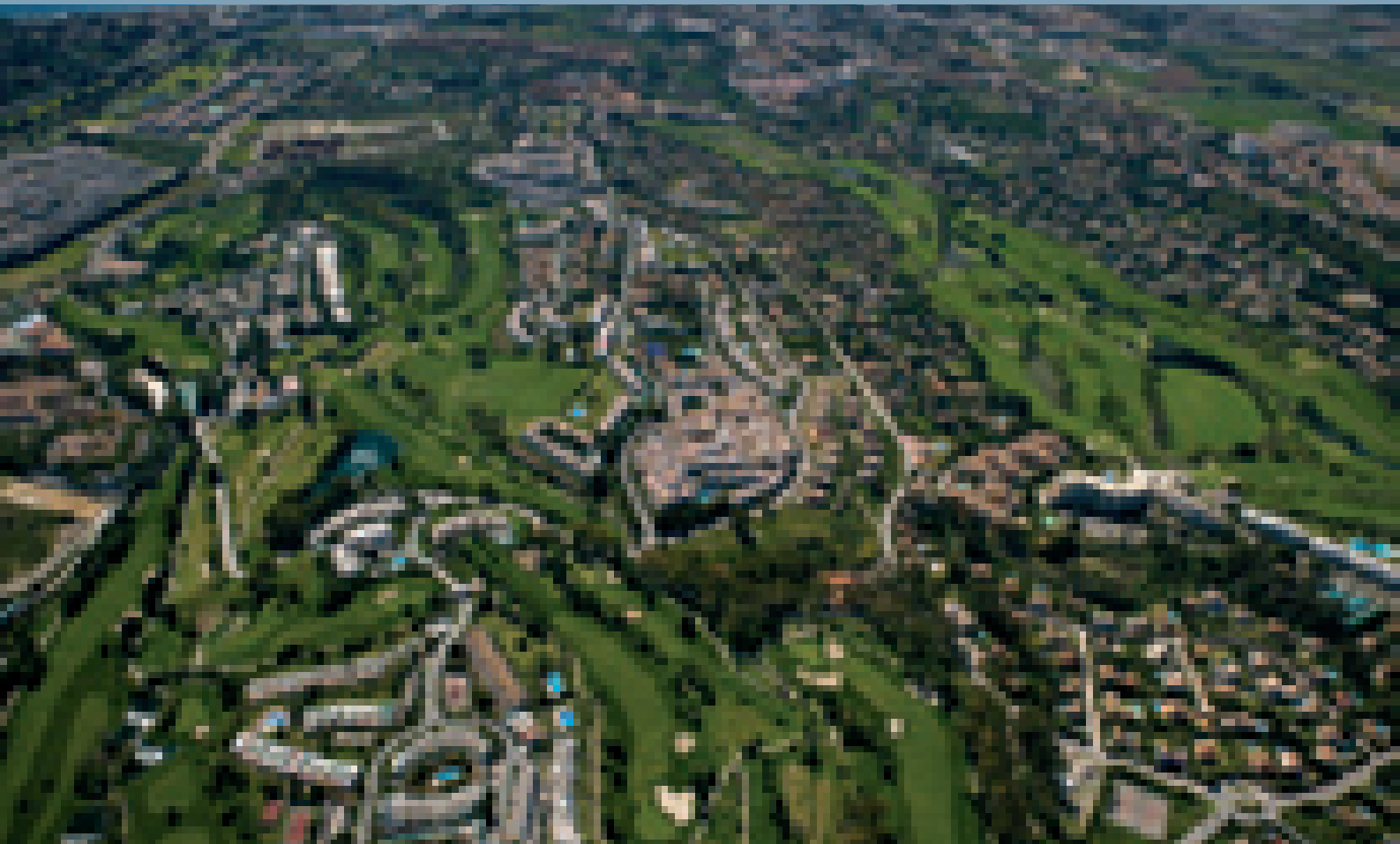
# Andalusia

The marshes are an endangered element of the Andalusian coast









## Golf courses and villages have taken the whole land of Marbella

**R**ated as one of the most popular tourist destinations on the planet, Andalusia's coast has been neglected by the government charged for its management: The Junta de Andalusia (Government of Andalusia). Beaches, dunes, cliffs and unique coastal pine groves co-exist with an excessive number of marinas, golf courses and, even more devastatingly, some of the most contaminated spots on the Iberian Peninsula, such as the chemical plants of Huelva and Algeciras Bay.

The land planning and management to which Andalusia has been subjected is a result of pressure exerted by the construction, tourism and chemical industries. They shape the Junta's decision at will, with no consideration for the environmental health of the Andalusia or the well-being of its citizens; despite using the term "environmental sustainability" in their speeches. Evidence of their extreme arrogance is the fact that they changed the rules, meaning El Algarrobo beach is not protected and a salt marsh is no longer a public land-sea territory and can be covered by an industrial estate (Las Aletas, Cádiz). They deny the existence of reports warning of serious pollution problems caused by the company Fertiberia that continues to dump waste in Huelva, a place in Spain where there is a high incidence of cancer due to pollution. They turn the other cheek when large coastal municipalities such as Algeciras have no sewage treatment facilities.

In the harbour infrastructure sector, the Junta proposes more than doubling the number of recreational moorings by 2015, increasing the number of moorings from 12,300 to 25,000 in the next seven years.

Untreated sewage and industrial effluents are dumped in many places along the Andalusian coast. United Nations has identified **Algeciras** as a priority contamination hot spot in the Mediterranean. Andalusia is responsible for 39.8% of the industrial pollution discharged directly into the Mediterranean<sup>1</sup>. The main foci of pollution that are not included in the previous figures, are the chemical plants in **Huelva** (the worst spot in Spain), and **Algeciras**.

If this is what the Andalusian Government understands by sustainability, someone needs to explain the serious mistakes they are making.

## Urbanism

### Planning violations in the courts

#### ALMERÍA. CARBONERAS

The construction of a hotel in **El Algarrobico**, in the Cabo de Gata-Níjar Natural Park halted by the courts as a precaution.

#### ALMERÍA. MOJÁCAR

The construction of the “**Playa Macenas Beach & Golf Resort**” complex is in the courts for invasion of public domain.

#### ALMERÍA. NÍJAR

The Supreme Court has ruled that the **Marina de Agua Amarga** macro development, built on land belonging to the Cabo de Gata-Níjar Nature Park, is illegal.

#### ALMERÍA. ZURGENA

The construction of 1,000 dwellings on rural zoned land by four companies. Twenty four people have been accused of development crimes including the mayor.

#### CÁDIZ. BARBATE-VEJER

The company Ibercompra, owner of the “**Montenmedio**” tourist and sports complex, has appealed against the Constitutional Court decision that ordered the demolition of its club-house.

#### CÁDIZ. EL PUERTO DE SANTA MARÍA

Former mayor Hernán Díaz, and two former development councillors, are charged with having illegal developing “El Barranco” in the **Las Lagunas** nature reserve.

#### CÁDIZ. EL PUERTO DE SANTA MARÍA

Alleged planning violations concerning plot divisions and illegal constructions undertaken in **Pinar del Obispo**.

#### CÁDIZ. LA LÍNEA DE LA CONCEPCIÓN

The mayor and four town councillors are accused of alleged corruption, bribery, exercise of undue influence and price-fixing regarding the award of allotments to the company **Roseworld**.

## Planning violations in the courts

### CÁDIZ. TARIFA

An investigation continues into the permit awarded by Tarifa Council to site a restaurant inside the Santa Catalina castle.

### GRANADA

Granada Planning Management has ordered the demolition of buildings around the **La Vega de Granada** on land that is not authorised for development without a municipal licence.

### GRANADA. ALMUÑÉCAR

The mayor of Almuñécar, four Councillors and the town planner are charged with having built the **La Herradura** pavilion on protected farming land.

### GRANADA. ATARFE

The mayor of Atarfe is accused of several counts of administrative and planning corruption, involving the **Medina Elvira Residencial development** and a golf course.

### HUELVA. AYAMONTE

The **La Rodaleda urbanisation** taken to court and the European Commission for destroying the habitat of the autochthonous plant *Picris willcommi* (included in the European council directive on the conservation of natural habitats and of wild fauna and flora).

### MÁLAGA. MANILVA

Former mayor Pedro Tirado is facing a two-year prison sentence and seven years disqualification for alleged breach of trust in the case of the "**La Parrada**" estate which fetched 90 million euros.

### MÁLAGA. MARBELLA

**Operation Malaya**, an investigation into planning violations, involved more than 100 public officials, civil servants, lawyers and entrepreneurs. There are two other ongoing legal proceedings: "Saqueo 1" and "Saqueo 2".

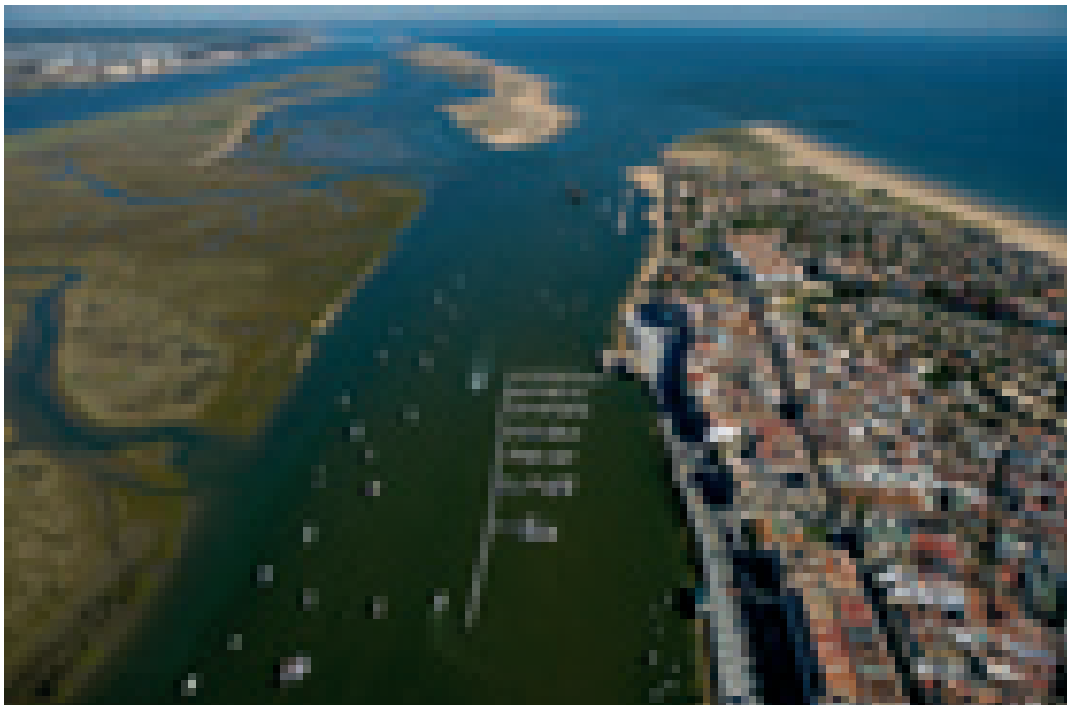
### MÁLAGA. TOLOX

The Public Prosecutor's Office accuses the mayor and town architect of Tolox of nine planning violations involving **300 illegal dwellings** on land not classified for building.

### MÁLAGA. LA VIÑUELA

The Public Prosecutor's Office has ordered 18 months of prison and 17 month's disqualification for the Mayor of **La Viñuela** for two crimes of corruption for granting three **works licences** on land not classified for building.

## Punta Umbría: threats to the Odiel salt marsh



Punta Umbría Local Authority intends to cut down 60.000 m<sup>2</sup> of public forests to make way for more buildings on the coast. They also want a “theme and leisure park” in La Peguera with two top-class hotels and two holiday and residential apartment buildings on a 195,000 m<sup>2</sup> plot close by the estuary.

To add insult to injury, they have announced a new highway with three bridges between Huelva and Punta Umbría over a stretch of Odiel Natural Marsh, which is included in the European *Natura 2000* network and the UNESCO Biosphere Reserve.



## Mazagón (Palos and Moguer): habitat of the iberian lynx

The Public Prosecutor's office is investigating the MegoSA for alleged planning crimes, damage to public property and serious violations involving clearing works in a protected public easement zone on Mazagón beach, for the construction of a macro development in El Vigía.

The construction of this development affects the Laguna de las Madres, a unique wetland and migration path for the Iberian lynx (*Lynx pardinus*). It is listed as a PlaceSite of Community Importance (LICSCI) of the *Natura 2000* network.





## El Puerto de Santa María: destruction of the Alberti “Lost Woods”



In 2001, El Puerto de Santa María's government signed a planning agreement to build 96 villas and a five-star hotel in the **Bahía Blanca** forest, one of the best conserved forests in Cádiz bay. The project did not have an Environmental Impact Evaluation (EIA) even though it impacted areas protected by Europe.


The Government of **El Puerto** has not halted the illegal construction of a golf course on the Cerro de las Cabezas and Viña Rango estates, whose land re-division was annulled by the Andalusian Supreme Court of Justice.

Administrative Law Court No.1 in Cádiz nullified the August 2004 Government agreement granting a licence to develop 325 dwellings in Vistahermosa as well as a permit given to a golf course that lacks approval from the water authority.



## Las Aletas salt marshes (Puerto Real): contempt for coastal law

The development of an industrial estate in Las Aletas salt marshes clearly contravenes Coastal Law. Of the 527 hectares under the “Las Aletas” Special Plan, 77% is marine-terrestrial public domain and requires maximum protection according to Coas Act 22/1988 on coasts.

The plan has been presented by the Region's own Government and has central Government support. In spite of the seriously defective nature of the Las Aletas project, it has been approved by the Andalusian Court and now the only hope is the courts. 



### Conil de la Frontera: initiatives for sustainability?

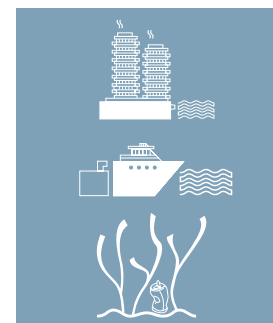
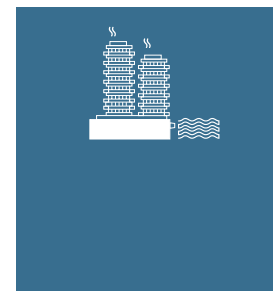
Right on the Roche seafront, with its coves and cliffs, the Local Authority is reserving 150 hectares to be used for tourism, where six or seven hotels are to be built. Three large plots on **La Fontanilla** beach have been allocated for hotel use. In the next decade, when all of the projects are completed, Conil will have 3,000 tourist beds within a few kilometres.

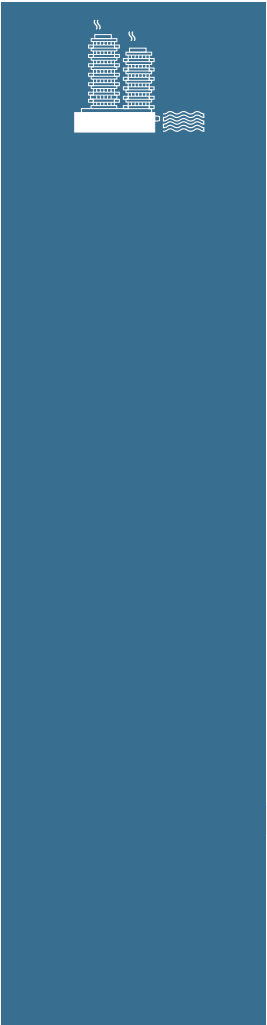
The Andalusian government will also expand Conil Port. The expansion will cover more than 100,000 m<sup>2</sup> of additional waters for recreational vessels with a new 825-meters-long wharf.

### Vélez-Málaga: underwater meadows threatened

The Axarquía area plan foresees Caleta de Vélez Port doubling in size. The expansion will form an enormous coastal barrier, causing turbulence that will destroy phanerogam *Zostera* patches whose meadows are protected by Annex I of the Berne Agreement and Annex II of the Barcelona Agreement.

The local government has approved an agreement for the urgent protection of these marine meadows, but the Regional Environmental Ministry refuses to take responsibility for its enforcement. The project proposes transplanting the plants to other areas as a compensatory measure, a course of action that has failed in the past.



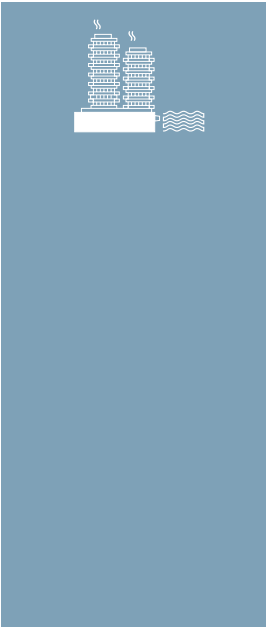


**Almuñécar: invasion of the river beds**

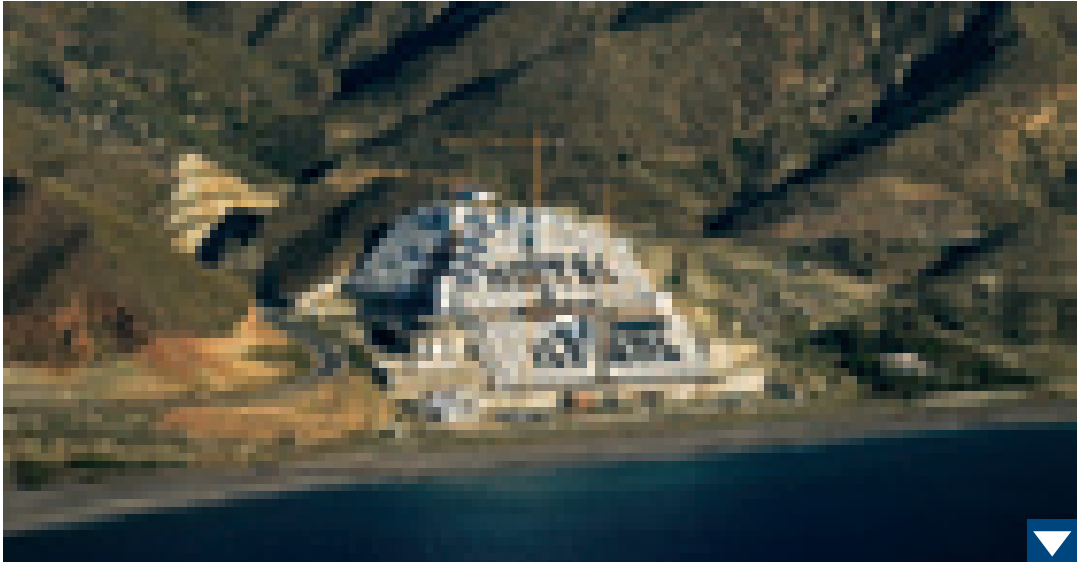


Andalusia’s Provincial Department for the Environment has 10 cases pending in Almuñécar for invasion of protected, transit easement and public land-sea established by the Coastal Law. Since 2000, the Autonomous Government of Andalusia has challenged 54 local authority planning decisions. The accusations involve 643 dwellings, six hotels and a sports centre. The most notable is a 144-dwelling development in El Peñón del Lobo.

Almuñécar Mayor Juan Carlos Benavides is accused of alleged fraud, exercise of undue influence, planning abuse, violations of zoning regulations, illegal extractions and intimidation, among others. There are a total of 101 development-based lawsuits involving criminal and administrative violations in this town.



**El Algarrobico: a demolition announcement?**





The El Algarrobico hotel, built illegally by the company Azata del Sol in the Cabo de Gata-Níjar Natural Park, shows the impunity that has existed on the Spanish Coast.

The project went ahead with the consent of all of the departments involved: Carboneras Local Authority, the Andalusian public works councillors and the Ministry for the Environment, which eventually ordered its demolition. If the hotel is finally demolished it will be due to the pressure from citizens and complaints of ecological groups. For now, work has been stopped as a precautionary measure.

## Cabo de Gata: irresistible attraction



It is easy to imagine massive pressure put on local authorities to conserve the few natural spaces remaining on the coast. This is what has happened with the Cabo de Gata-Níjar Natural Park, whose planning and management regulations have been violated by Andalusia's own Environmental department.

In light of the constant complaints about illegalities received by Andalusia's own department, the Autonomous Government of Andalusia has chosen to modify the Natural Park Resources Plan and reclassify all the areas where planning interests clearly exist for development. This is specifically forbidden by national environmental rules. Greenpeace has taken this modification to the courts.





## Mojácar: Macenas beach, a repeat of the El Algarrobico model



The Macenas Beach project was an attempt to develop a 140-hectarea area of unspoilt coast with a development comprising 1,395 holiday homes and a 160- or 180-room hotel with a restaurant and leisure facilities as well as a complex with 74, 120 m<sup>2</sup> apartments and 13 luxury villas and an 18-hole golf course.

The project would involve public and privately owned rivers and their surrounding areas, with the risk of being inundated by people, and damaging two community interest areas by seriously affecting protected habitats. There is no environmental impact evaluation pursuant to article 4.2 of the 85/337/CEE Directive.

## Infrastructures

### Tarifa: the winds of madness blow. New megaport

The Port Authority plans to expand the **Bahía de Algeciras** port at Tarifa. The project will be a similar size to the town's historical centre and aims to be an alternative to the Costa Del Sol model. It will be world famous for quality tourism, boutique hotels and countryside guest-houses with sightseeing tours to view the dolphins and whales living in waters.

This cult destination will attract thousands of windsurfers, kite surfers and divers to the Estrecho Gibraltar Straight Natural Park. Sea traffic will increase with ferries and super-ferries. The landscape of a town that became a tourist destination only 20 years ago, will dramatically change.



### Fuengirola-Mijas: two neighbouring marinas?

A marina is planned for La Cala, Mijas, despite a University of Malaga study that shows a high level of marine biodiversity with European, African, Atlantic and Mediterranean species all living together. There is also an Autonomous Government of Andalusia study suggesting the extension of the Calahonda Site of Community Importance (SCI) stretching to Calaburra to form part of the Specially Protected Areas of Mediterranean Importance (SPAMI) of the Barcelona Convention.

Lack of moorings is the excuse for this, although with the recent extension of Fuengirola port, where the government has invested more than 60 million euros to create more than 650 new moorings, there is no need for it.



### Garrucha and Vera: imbalance of coastal dynamics

The most outstanding beach on the Almería coast, the "el playazo de Vera" is disappearing because of the imbalance created by strangulation from shifting sands, following the urban development of the Almanzora marsh. This has led to significant regression on the Garrucha, Vera, Palomares and Villaricos beaches that make up the "playazo". These are the effects of the expansion of the Garrucha Marina.

The "City Port" project works began last autumn. The port will have 190 moorings for vessels measuring up to 18 metres. This action will transform the local landscape, as it will join the Garrucha and Vera promenades, creating a tunnel to channel traffic.



## Pollution

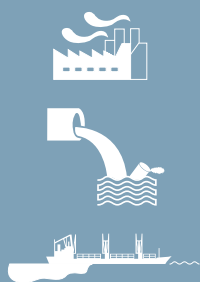


### Huelva: the most polluted estuary in the world



The Huelva industry, situated close to the city at the confluence of the Tinto River and the Odiel salt marshes, is the most serious example of industrial pollution in Spain and the subject of various scientific reports<sup>ii</sup>. An unpublished report commissioned by the Andalusia's Regional Government concludes that the Huelva Estuary "is the most polluted in the world"<sup>iii</sup>.

The industrial activities of the Fertiberia and FMC-Foret plants in Huelva have generated over 120 tonnes of highly toxic phosphorus, that have been dumped across 1,200 hectares of public swamp. Despite a final court ruling from the Audiencia Nacional (a division of the Supreme Court) that Fertiberia must return land in the marine-terrestrial public domain and stop polluting the Tinto swamps, the dumping continues.



### Algeciras Bay (Cádiz): daily risk of catastrophe

The Algeciras bay is the victim of Spain's worst hydrocarbon pollution. The European Environmental agency has called this a "Alarm Point" for pollution on the Mediterranean Coast<sup>iv</sup>. With its proximity to the Gibraltar Strait, it is a key international transit point. Almost 100,000 vessels and 20 million tonnes of petrol products cross its waters every year.

The pollution situation of Algeciras bay is extremely critical due to the permissive policies of Gibraltar's government's and the fact that Spanish companies are allowed to take advantage of this by the different local authorities.

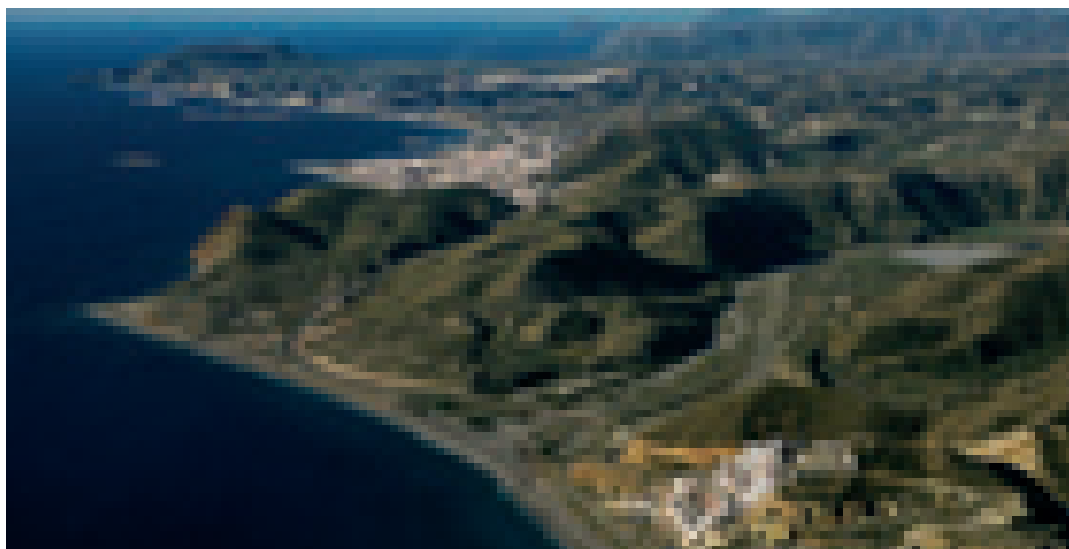
## Motril (Granada): environmental concern zone

Motril's industrial sector is significant, with several chemical companies including a thermoelectric cogeneration plant and a paper mill belonging to the Torraspapel group. The European Environmental Agency has declared that Motril is a "zone of major environmental concern" for pollution on the Mediterranean coast.

Furthermore, the company Torraspapel which owns the thermoelectric cogeneration plant (generating heat and electricity) is the most polluting in the Granada province.



## Carboneras (Almería): climate change for all Andalusia



Endesa runs one of Spain's biggest power plants in Carboneras. Almost 31% of greenhouse gas emissions are produced in Andalusia, originating from the operation of the carbon thermal plant of the second group in Carboneras.<sup>v</sup>

These installations release huge quantities of emissions and wastes into the atmosphere and waters. Refrigeration circuits and other processes require large amounts of water that are later dumped into the sea.



## Almanzora-Villaricos caves (Almería): earth, wind and air pollution

An antibiotic manufacturing company affiliated to DSM-Deretil is located at Villaricos beach. This company has a huge number of waste registered: organic halogenated compounds, zinc and associated compounds, phosphorous and nitrogen. Related to this is the emission of trichloromethane into the atmosphere, which has been declared a possible human carcinogen by the EPA.

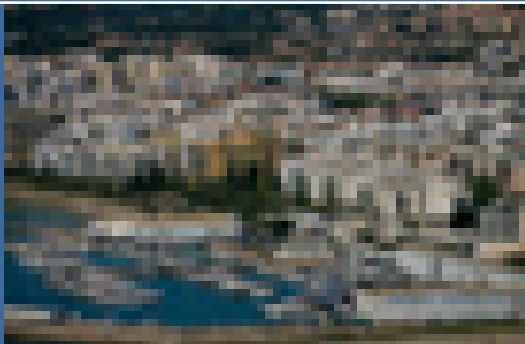
Cogeneración Villaricos, S.A., is a neighbouring cogeneration plant that supplies energy. The pollutions it dumps into the sea includes compounds<sup>vi</sup> such as benzene, toluene, xylene, halogenated organics, phosphorous, nitrogen and zinc<sup>1</sup>.



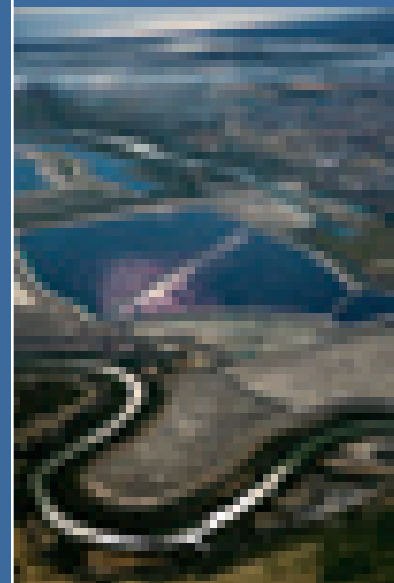
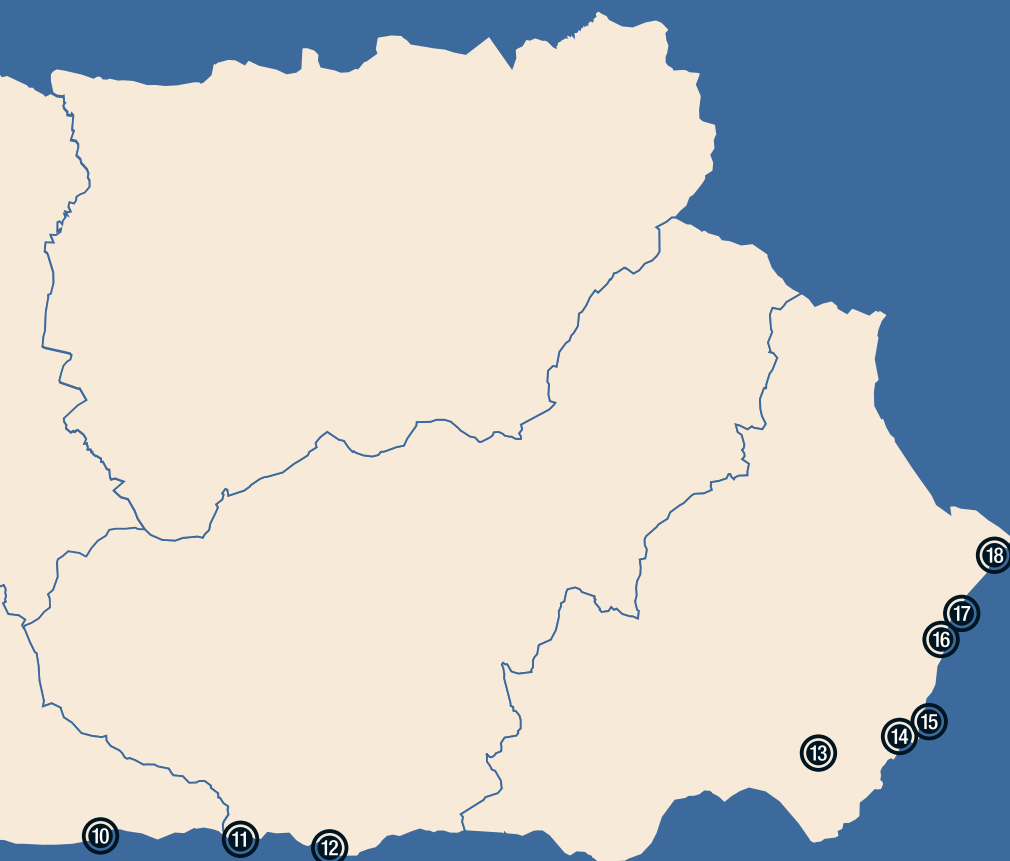
[1] Despite this data, it is necessary to note that the energetic balance of cogeneration (the production of two types of energy from the same fuel at the same plant) is always more efficient and produces a smaller environmental impact than if the same energy is procured from separate electricity and heat generation plants.

# Black spots

1. **Huelva. Punta Umbría.** Coastal development affecting forests.
2. **Huelva. Mazagón.** Macro development affecting forests and dunes.
3. **Huelva.** Chemical focal point. Severe industrial pollution. Risk of environmental catastrophe.
4. **Cádiz. El Puerto de Santa María.** Aggressive development. Court interventions to halt development plans.
5. **Cádiz. Puerto Real.** Industrial estate project destroying part of the Las Aletas marshes.
6. **Cádiz. Conil de la Frontera.** Excessive hotel development.
7. **Cádiz. Tarifa.** Aggressive new port project.
8. **Cádiz. Algeciras Bay.** Severe industrial pollution from urban waste and hydrocarbons. Risk of environmental catastrophe.
9. **Málaga. Fuengirola-Mijas.** Two neighbouring marinas.
10. **Málaga. Vélez-Málaga.** Excessive development. Extension of the marina.
11. **Granada. Almuñécar.** Aggressive development.



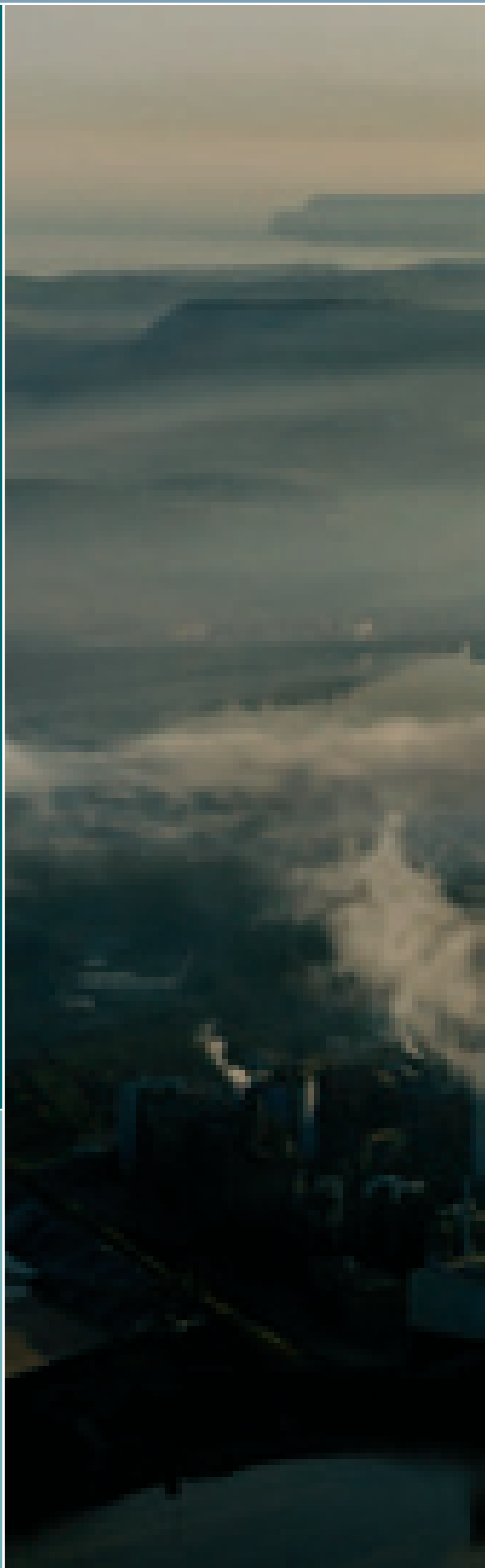
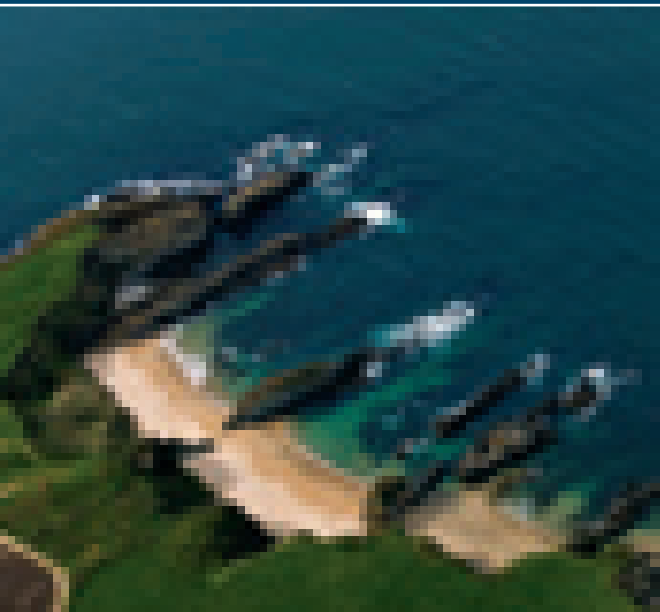
- 12. **Granada. Motril.** Industrial pollution.
- 13. **Almería. Cabo de Gata Natural Park.** Aggressive development.
- 14. **Almería. Carboneras.** Thermoelectric plant responsible for a third of the greenhouse gas emissions affecting Andalusia.
- 15. **Almería. Carboneras.** El Algarrobico illegal hotel.
- 16. **Almería. Mojácar.** Playa Macenas hotel and golf course violates numerous laws.
- 17. **Almería. Garrucha-Vera.** Expansion of the marina causing beaches to disappear.
- 18. **Almería. Almanzora-Villaricos caves.** Industrial waste pollution.



In the last decade, Asturias has seen a sharp increase (64.8%) in areas used for highways, railways and associated land. It has also lost a great deal of land due to the expansion of industrial and commercial zones. Building development has clearly expanded in coastal zones because of new road transport network infrastructures.

# Asturias

Mexota beach,  
Asturias



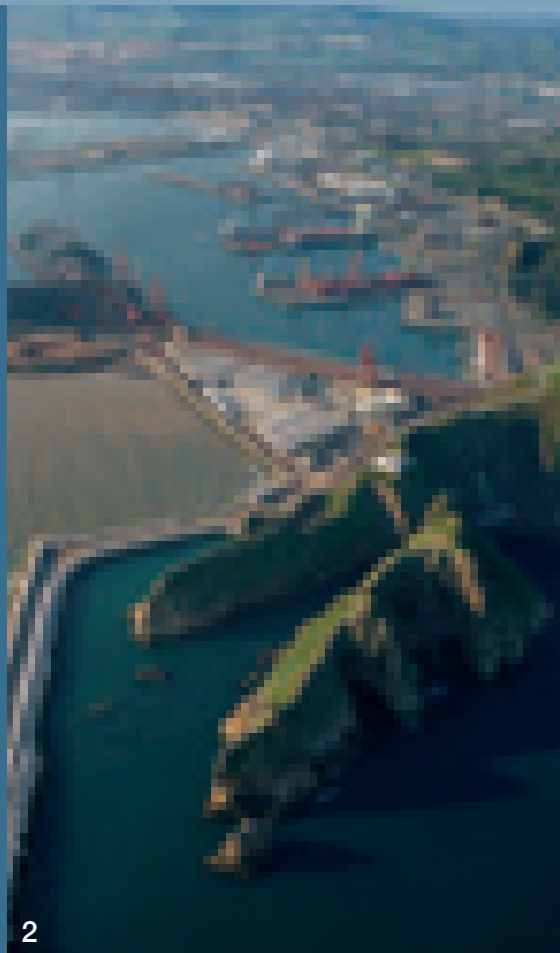


The Avilés estuary shows a severe pollution due to industrial spills. Aviles port

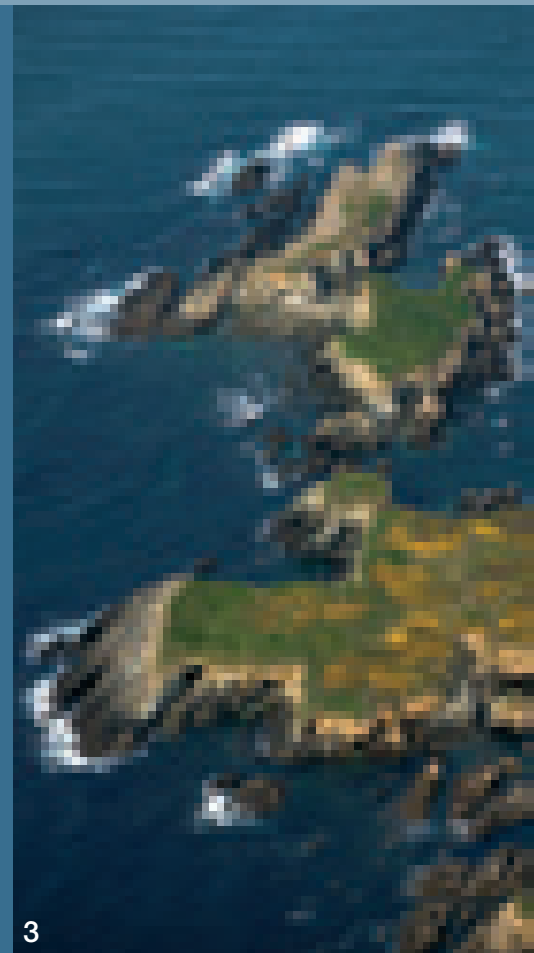




1



2



3

1. Natural landscape of Cabo Peñas, in Gozón

2. The El Musel port, in Gijón, is the main source of pollution in this side of the coast

3. The Pantorgas' islets show the natural beauty of the Asturian coast

**W**ith 345 kilometres of coast, Asturias is at a crossroads for its future. With the exception of some sites, it has maintained an acceptable state of coastal conservation. However, the aggression of recent years has intensified due to development fever on the Mediterranean coast. This needs to stop before it is too late.

The Cantabrian highway has put unprecedented pressures on the whole Cantabrian coast. The Asturian planning scene involves provisions or modifications to General Urban Development plans in Colunga, Caravia, Ribadedeva, Ribadesella, Llanes, Muros de Nalón, Cudillero, Valdés and Castropol.

Symbiosis between industry and tourism in Asturias faces huge challenges, such as privatisation, changes to the coast caused by increasing numbers of marinas, and negative environmental impact due to negligence that can be clearly seen in its waters.

The Water Framework Directive has identified the Navia and Avilés estuaries and Gijón port, places suffering from serious changes to their waters caused by industrial development, planning and infrastructure. The metallurgical industry generates 56% of industrial waste in water, 22% is from pulp and paper manufacturing and more than 20% is from milk farming<sup>vii</sup>, although industrial development in Asturias is not limited to these sectors.

Those responsible for the future management of Asturias will clearly need to find a solution to the environmental problems on the coast and to forbid further aggressions.

## Urbanism

### Planning violations in the courts

#### LLANES

The construction of 89 dwellings on the “Quintas del Mar” development, a protected strip 500 metres from the sea in Barru, is in the courts.

#### RIBADESELLA

The “Covarrosa case” against the former Mayor of Ribadesella and his wife was to be held on 2 April 2008, but was postponed by the court. There will be a hearing regarding a new construction in a nature reserve on special protected land, not classified for building.

### Llanes: on the mediterranean seashore?

The municipality of Llanes has seen the most development activity in Asturias in recent years. Planning activities have been subject to numerous complaints. Most notable is the construction of two huge pedestrian walkways within 200 metres of the protected coasts of La Talá, where they are building almost 500 dwellings fewer than 500 metres from the seashore in a place included in the European *Natura 2000* network.

The new port in Llanes approved by the government will be completed next year. Works have accelerated during the last year and there are plans for expansion and dredging of the marina without the Environment Council doing an environmental impact evaluation of the project.

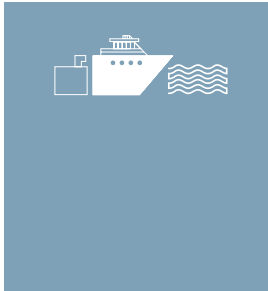
## Infrastructures

### Avilés Port: goodbye to the Recastrón salt marshes

Despite decades of abuse, dumping and exploitation there are still four European Union priority natural habitats, with protected marine birds and plants, surviving on the Avilés estuary. Even though the salt marshes are a highly valuable part of the natural environment, the Avilés Port Authority still wants to expand the port. Of the three alternatives for expansion, they have chosen to develop the right bank of the estuary, which will directly affect the salt marshes.

The European Commission of Environmental Issues has condemned the project too late. The machines have already begun destroying the salt marshes.





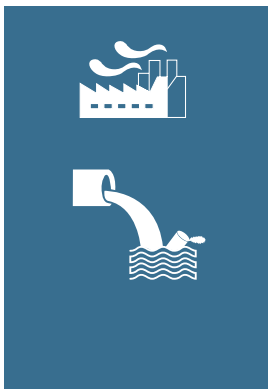
### **Celorio (Llanes): concrete on the islet of Borizu**

The “Marina del Este” project uniting Borizu Beach with Borizu islet will cover a surface area of 6,000 m<sup>2</sup> and create between 280 and 300 new moorings. This development is not yet confirmed, but has had significant local and local authority opposition.

Borizu is much more than a playground for boats. Celorio has an area protected by ZEPASPA (zone for the special protection areas for of birds) by the 79/409/CEE directive. This broad section of coast has many small natural islands such as Borizu that are prime nesting grounds for the Common Storm Petrel.



## **Pollution**



### **Avilés Port: heavy industry in the dunes**

The Avilés estuary (declared LICSCI and ZEPASPA) is home to the finest dunes in Asturias and is in one of the biggest salt marshes on the Cantabrian. Urban development, infrastructure and industry have almost completely changed the river and estuary. Only 10% of its original surface area has been conserved.

The Avilés estuary is considered by the Water Framework Directive a “heavily modified water body” because of the effects of planning and industry<sup>viii</sup>. The river surroundings have one of the highest concentrations of heavy industry in Spain. It is the site of tipping from the main Asturian metallurgy plants, such as Arcelor, Zinc from Asturiana, Alcoa-Inespal and other contaminating plants such as Fertiberia (fertilisers) and Dupont (chemicals).



## Gijón Port zone



The Water Framework Directive considers Gijón Port a “heavily modified water body” as a result of major activity and growth. Its waters have high levels of Polycyclic Aromatic Hydrocarbons (PAHs) and Tributyltin (TBT), in some cases surpassing Water Framework Directive quality objectives for “priority substances” and “dangerous priority substances”.

Industrial pressure on the Aboño estuary, especially the port, is extremely high due to the Aboño power plant, the Aceralia metallurgy plant, the Tudela Veguín cement works and the Oligsa Company’s Carbon Park. Additionally, the Enagás regasification plant in El Musel has exacerbated the industrial impact already suffered by Gijón Port.



## Navia estuary

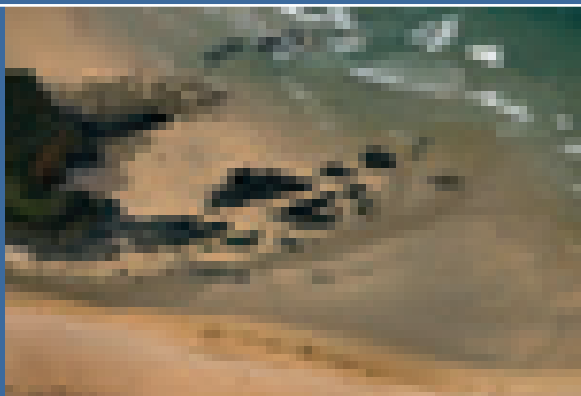
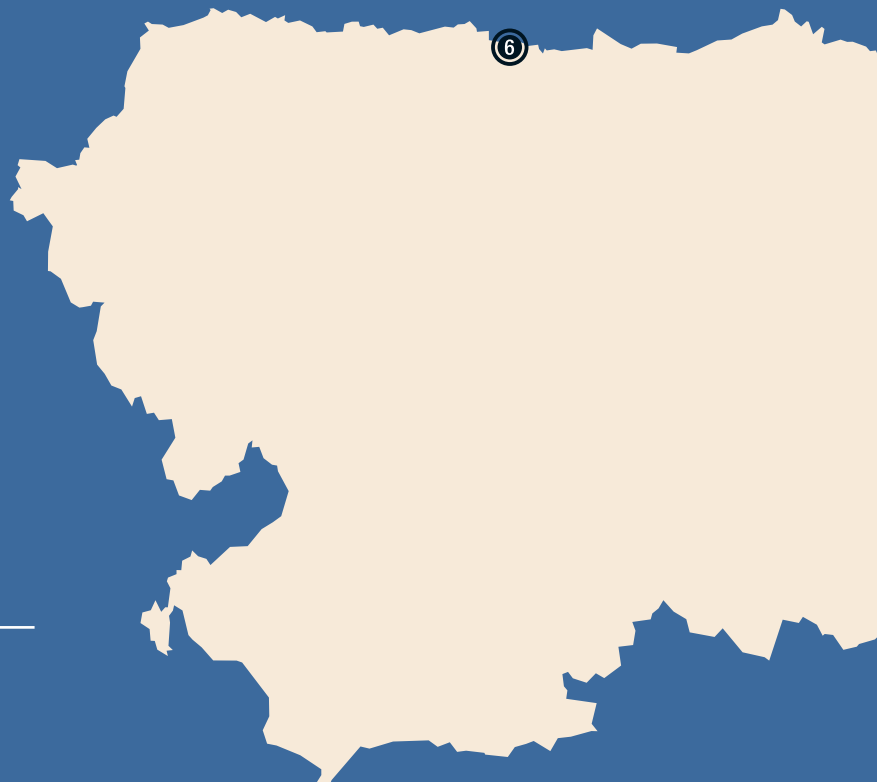
Historically, the Navia estuary has been polluted by industrial waste that has greatly deteriorated its quality. It is considered a “heavily modified water body” by the Water Framework Directive. Despite this, the estuary still has valuable salt marshes included by LICSCI and ZEPASPA in the *Natura 2000* Network.

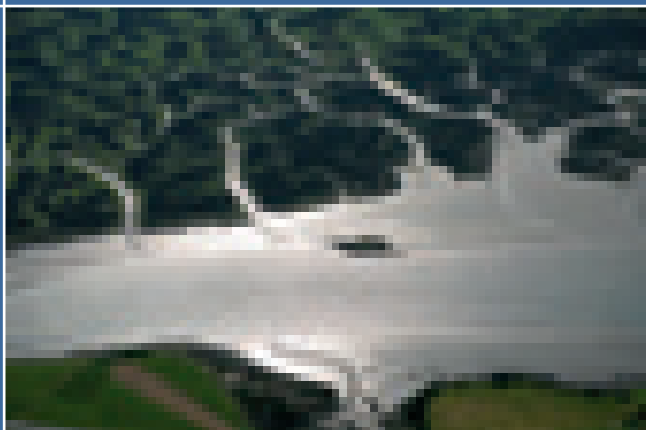
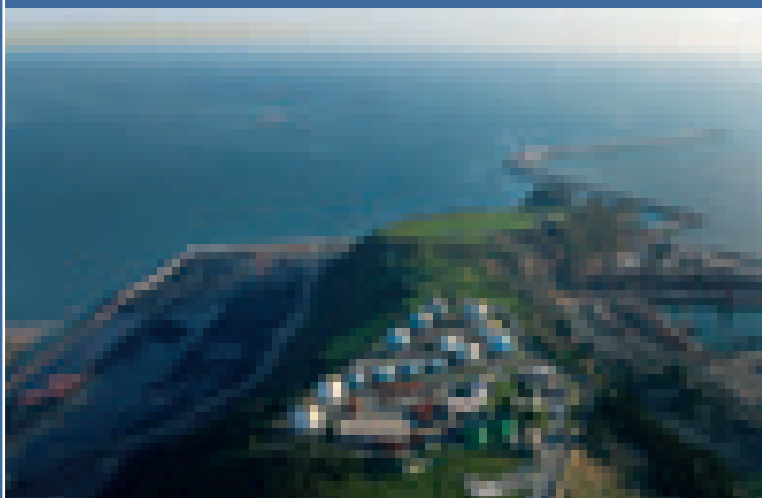
The Navia estuary environment suffers the worst industrial pollution which comes from the CEASA-ENCE paper mill in Navia and the Asturianas-Reny Picot dairy industry. CEASA spills 2,890 tonnes of polluting substances annually, including organochlorinates and heavy metals. They intend to increase production by 66%.



# Black spots

1. **Llanes.** The La Talá development is less than 500 metres from the shoreline.
2. **Celorio (Llanes).** New marina on Borizu beach.
3. **Gijón. Port zone.** Severe industrial pollution.
4. **Avilés. Port.** Destruction of Recastrón salt marshes.
5. **Avilés estuary.** Serious industrial pollution.
6. **Navia estuary.** Severe industrial and urban pollution.

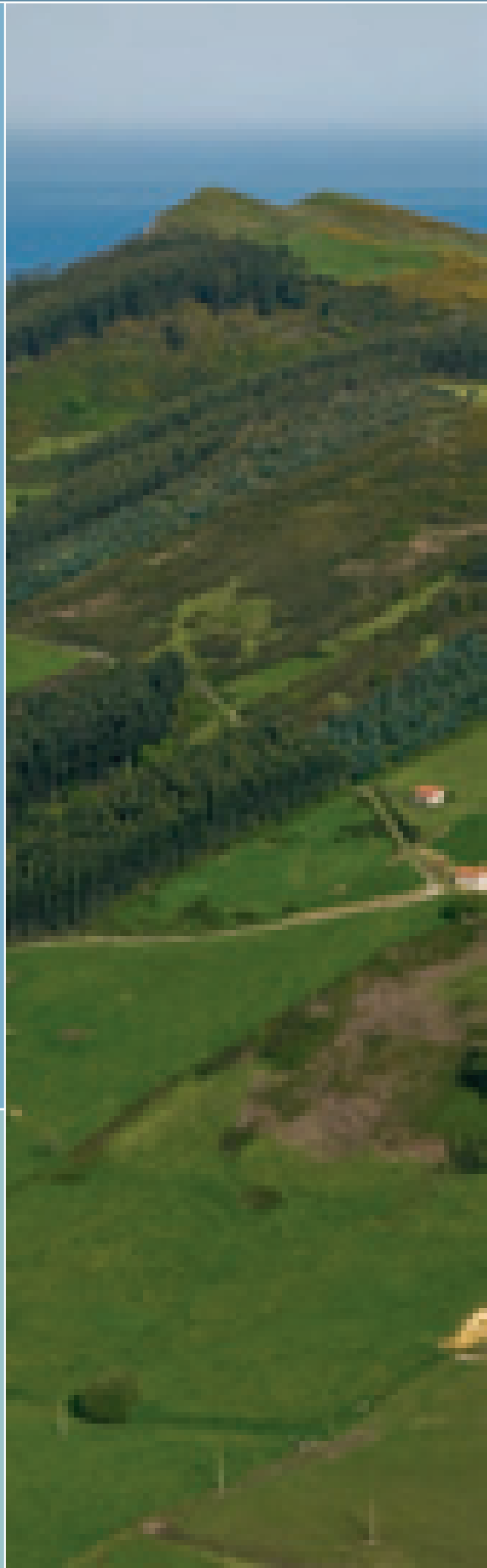
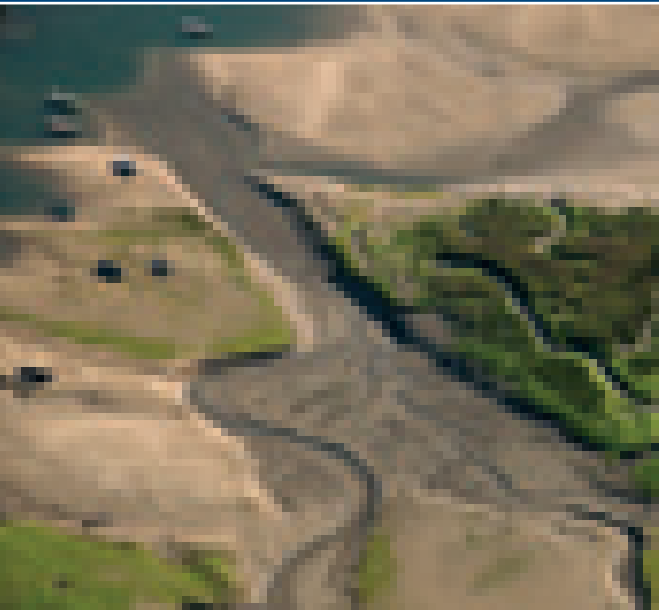




Built-up areas in Cantabria have grown significantly as a result of progressive development on the coastal fringe during the last decade. Growth has also occurred in areas occupied by transport networks (highways and motorways), ports and airports. Both concepts, urbanisation and transport networks, are closely linked. In recent years, wetlands and coastal estuary zones have been lost because of port infrastructure expansion.

# Cantabria

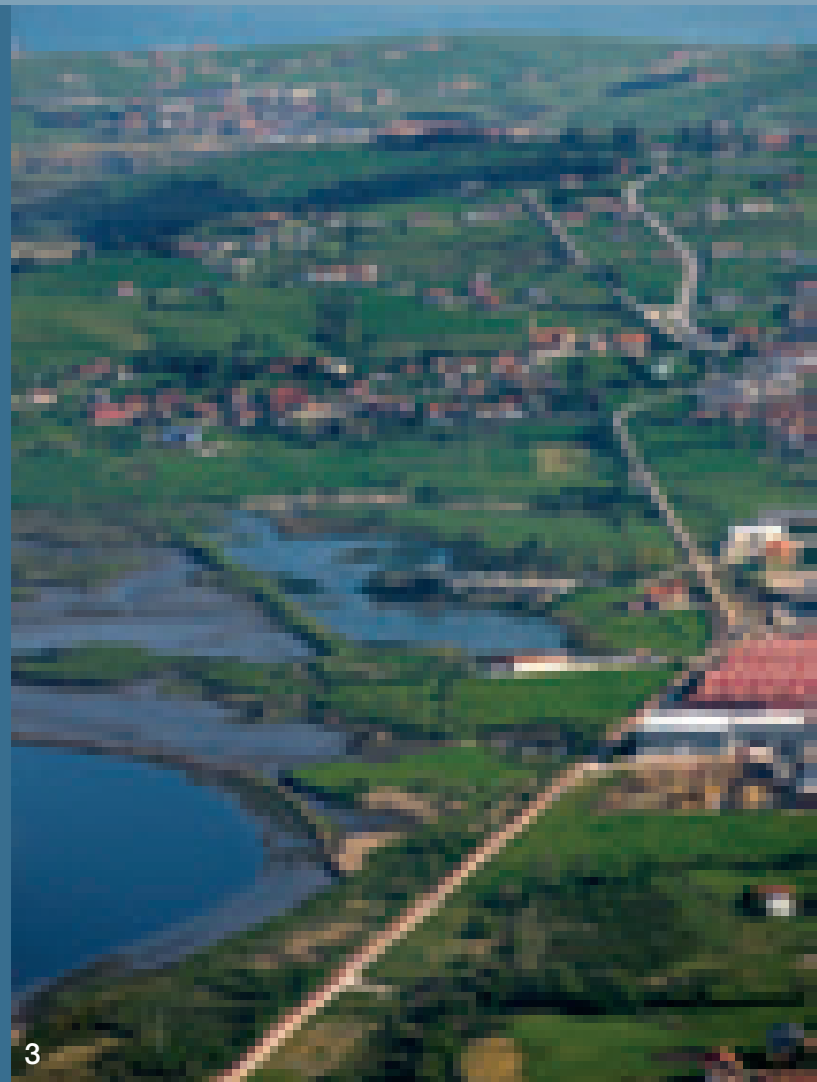
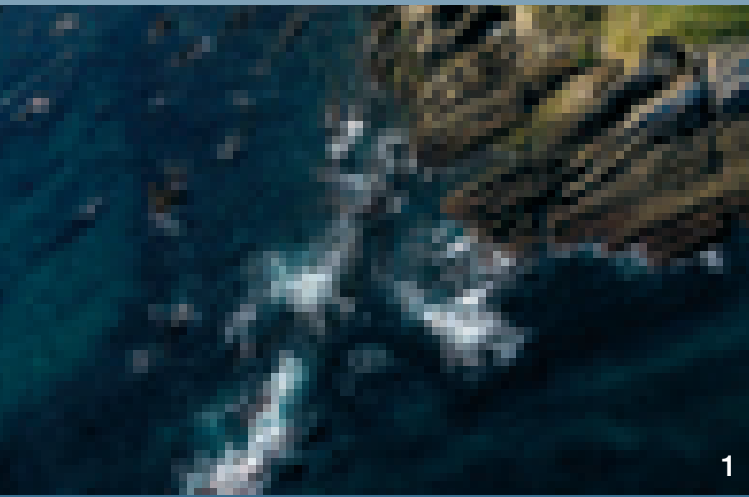
San Vicente de la Barquera estuary is endangered by a marina





Fadesa's "Costa Verde" village in Pielagos has been declared illegal by the court and now faces its demolition





1. Main value of Cantabria is its landscape

2. Chemical plant of Solvay is one of the main actors of the Cantabrian pollution

3. Emissary of the chemical plant of Solvay in Torrelavega

**T**he Cantabrian coast is inconsistent, with stretches that are beautifully preserved alternating with others with features more commonly found in the Mediterranean: Over-developed coastal areas, abuse of protected areas, aberrant activities undertaken by the Environmental Ministry and marinas that are never big enough and are continually expanding.

Some of Cantabria's coastal councils have emulated the Costa del Sol and Costa del Levante models by aggressively developing their territories, invading the coastal fringe and protected areas. On 284 kilometres of coastline, there are almost 1000 illegal buildings in Cantabria subject to demolition orders.

More than 85% of the population of Cantabria lives on the coast. This has caused environmental burdens such as landfills, drying of intertidal zones, industrial and urban waste discharged directly into rivers and bays and over-exploitation of fishing and shellfish resources. Approximately 50% of estuaries have been filled, bringing farming, urbanisation, industries and transport infrastructure ever closer to the sea.

Add to this the extremely high levels of pollution in Santander Bay and the Suances Estuary, from huge effluent outputs that have continued for decades. Governments have maintained an incredibly passive stance and are often accomplices to these crimes by granting new permits that increase pollution levels.

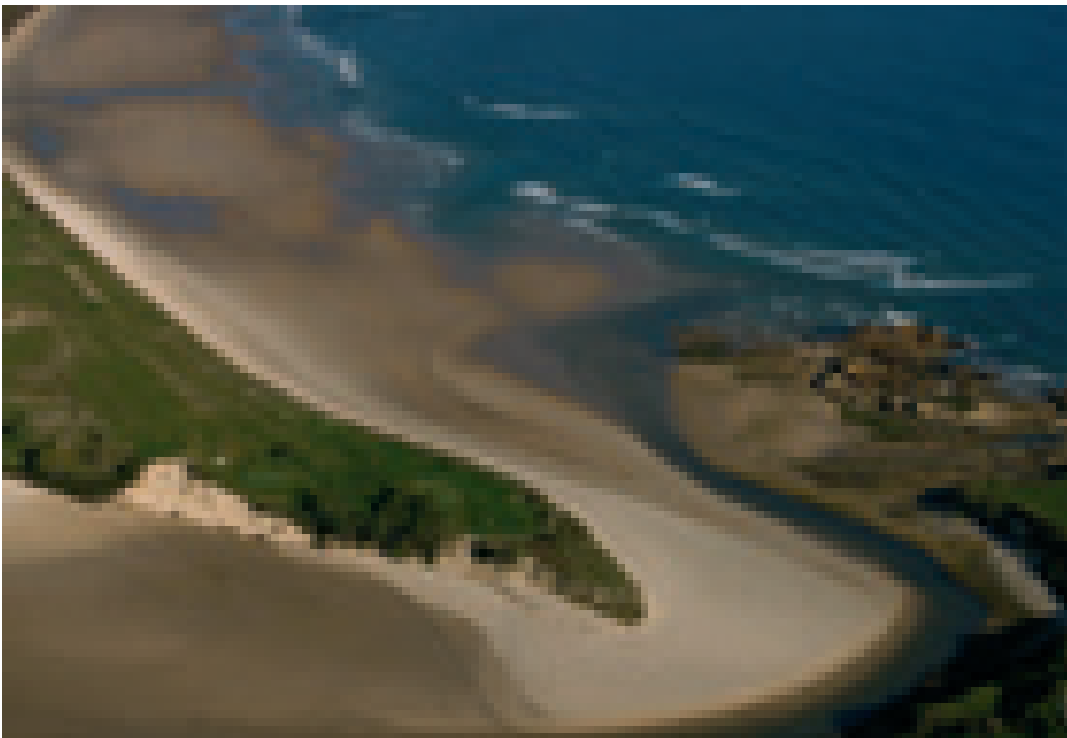
## Urbanism

### Planning violations in the courts

#### SAN VICENTE DE LA BARQUERA

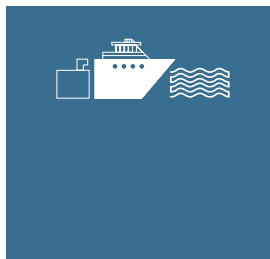
The Public Prosecutors Office is investigating the construction of 18 dwellings in **La Argolla**, in the Oyambre Natural Park.

#### Dwellings in the Oyambre Natural Park



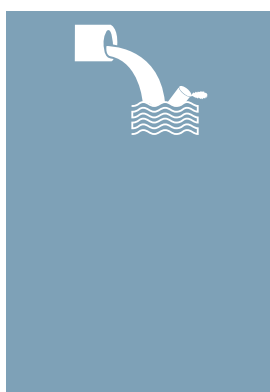
In San Vicente de la Barquera, 18 dwellings have been constructed in a protected area of Oyambre-the La Argolla zone of Merón Beach. In March 2007, the General Biodiversity Department brought proceedings against the San Vicente Council to halt of works, but nothing else has been heard about these proceedings. In addition, park officials continue to delay measures that guarantee the conservation of natural resources (finance for sustainable development of farming sectors, forestry, fishing and tourism).

## Infrastructures



### Laredo: goodbye to the old sea port

Work on the new fishing-sporting port began in spring 2006. This will create 923 moorings and parking spaces for 650 cars. The scale and location of the new port will have a profound impact on the Salvé beach with a significant loss of quality that will eliminate marine and land vegetation. The works also affect Salvé beach and completely change the Canto de Laredo coastline due to the huge volumes of landfill. This will eliminate plankton and seabed vegetation<sup>2</sup> at a subtidal level<sup>3</sup>, and affect birds that nest on the cliffs.



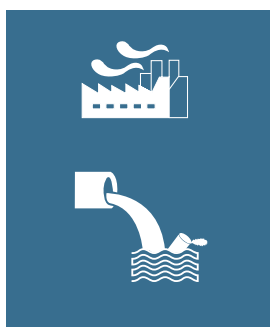
### Edar Vuelta Ostrera (Suances): water treatment plant on the salt marsh

The Vuelta Ostrera (Suances) water treatment plant has been banned by the court because it was constructed on areas protected by Coastal Law in the La Junquera Marina, in Cortiguera. Although it must be demolished, the sentence has not been carried out.

The demolition of the purification plant must be a priority for those responsible for the management of the coast. A new sanitation plan for the Saja-Besaya basin is needed. The current model involves pumping pollution further out to sea but this does not solve the problem and sustainable protection is needed for fragile ecosystems. Once the new sanitation plan for the river-salt marsh is in place, the illegal water treatment plant will be destroyed.



## Pollution



### Santander's mining and metallurgy legacy

Santander Bay is the largest estuary in Cantabria. It is half of its original size as a consequence of draining, landfills, and damming carried out during mining, industrial and urban activities in the bay and its surrounds. Residual wastes from mining activities and landfills on the estuary over the last 80 years have left a legacy of pollution that will take centuries to disappear.

The distribution of effluents into the Cantabrian estuaries is not homogeneous with 68% of urban wastewater and 89% of industrial wastewater ending up in Santander Bay. Since June 2007 the harvesting and sale of bivalve molluscs is prohibited due to pollution.



[2] Animals and plants that live on the sea bed.

[3] The subtidal zone is located in the intertidal zone (the area affected by tidal changes) and is always submerged so that the organisms that live there are not exposed to air.

## An industrial drain in Suances

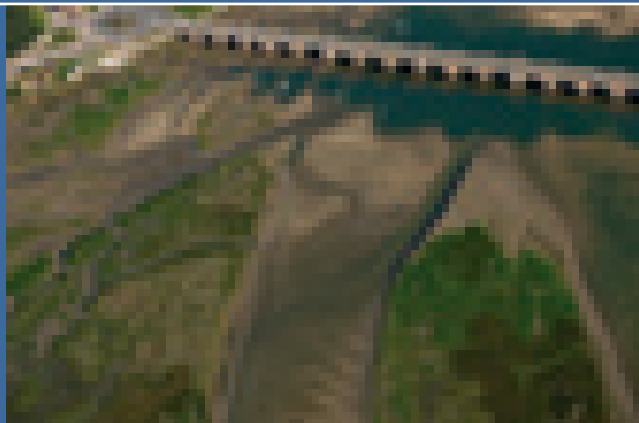


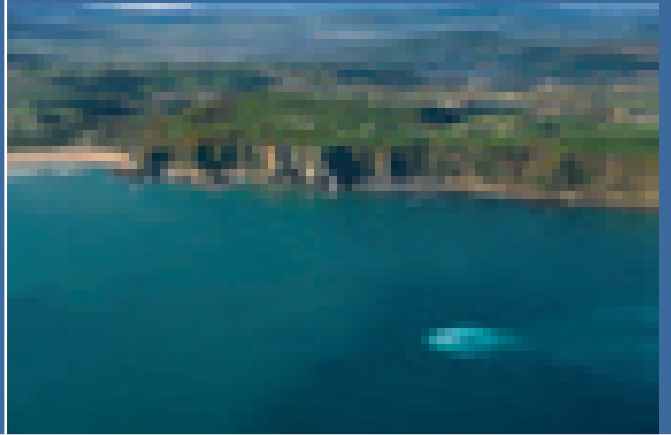
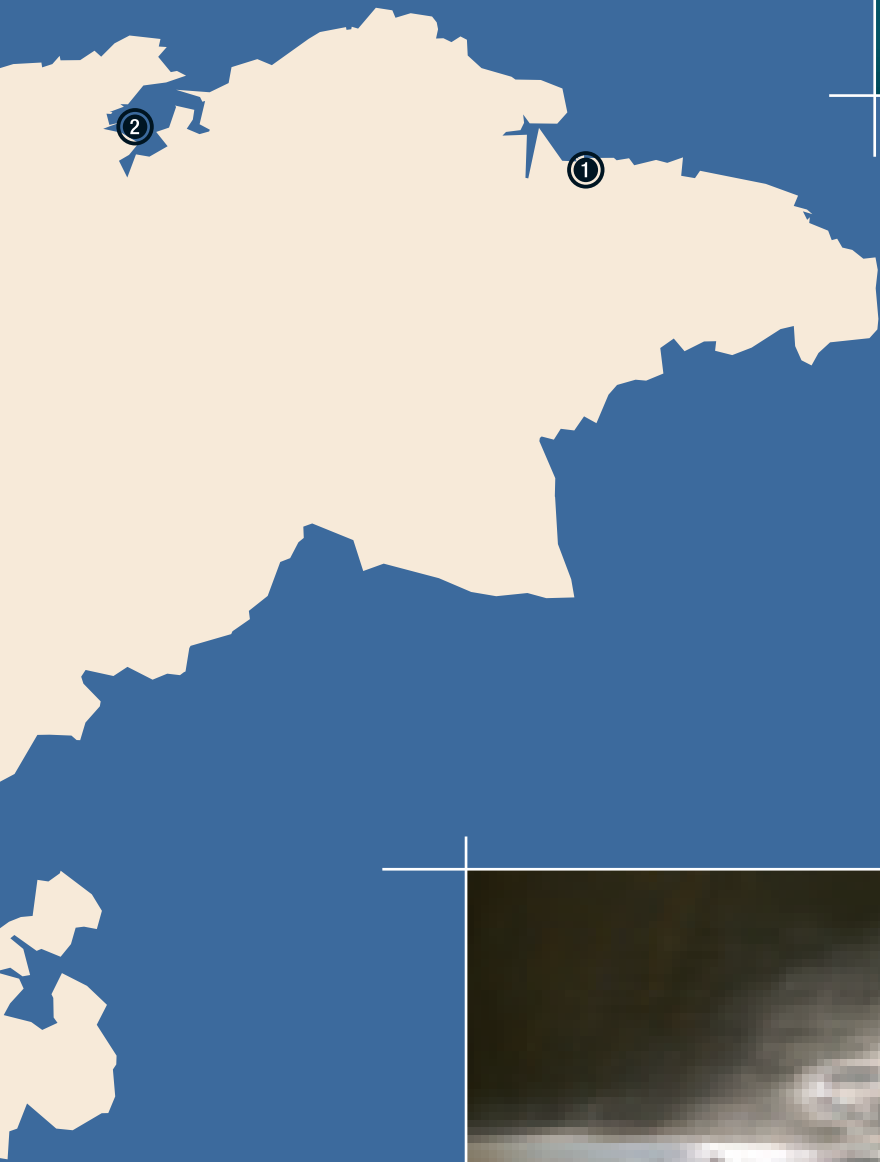
The San Martín de la Arena of Suances estuary is considered a “heavily modified water body” according to the Water Framework Directive. It takes in water from the Saja and Besaya rivers, which contain discharges from contaminating industrial areas. The sediments in the Suances estuary are extremely polluted with very high levels of arsenic, cadmium, lead, mercury and zinc from industrial waste. The most serious of all discharges on the Cantabrian coast is that from the cellulose plant Sniace, a company renowned for its repeated breaches of environmental rules because of the high levels of pollution generated since it began operating in the zone in 1941.

Add to this the pollution from wastes that have been dumped straight into the sea. The main waste spillage is from the chemical company Solvay which dumps its wastes less than one kilometre away from the Usgo beach coast. The company declares more than a million tonnes of chloride wastes per year, as well as fluorides and heavy metals.

# Black spots

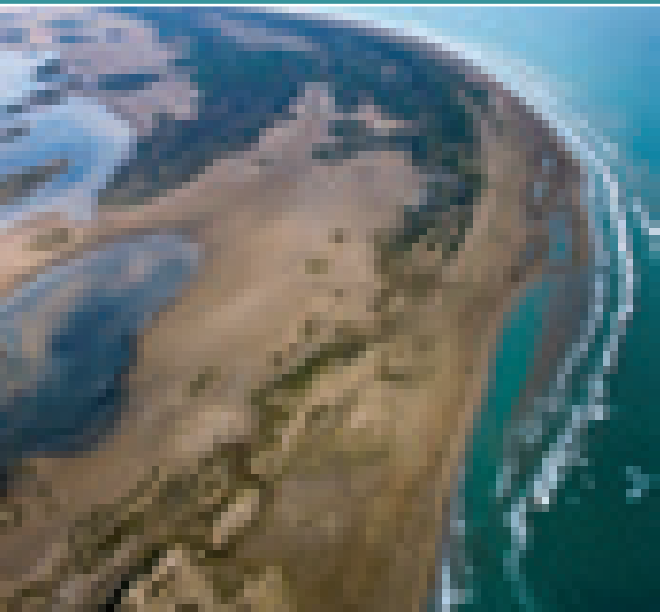
1. **Laredo.** New fishing-sporting port.
2. **Santander Bay.** Severe industrial and urban pollution.
3. **Suances. San Martín de la Arena estuary.** Serious industrial contamination.
4. **Suances.** Vuelta Ostrera water treatment plant on the salt marsh.
5. **San Vicente de la Barquera.** Development in the Oyambre Natural Park.



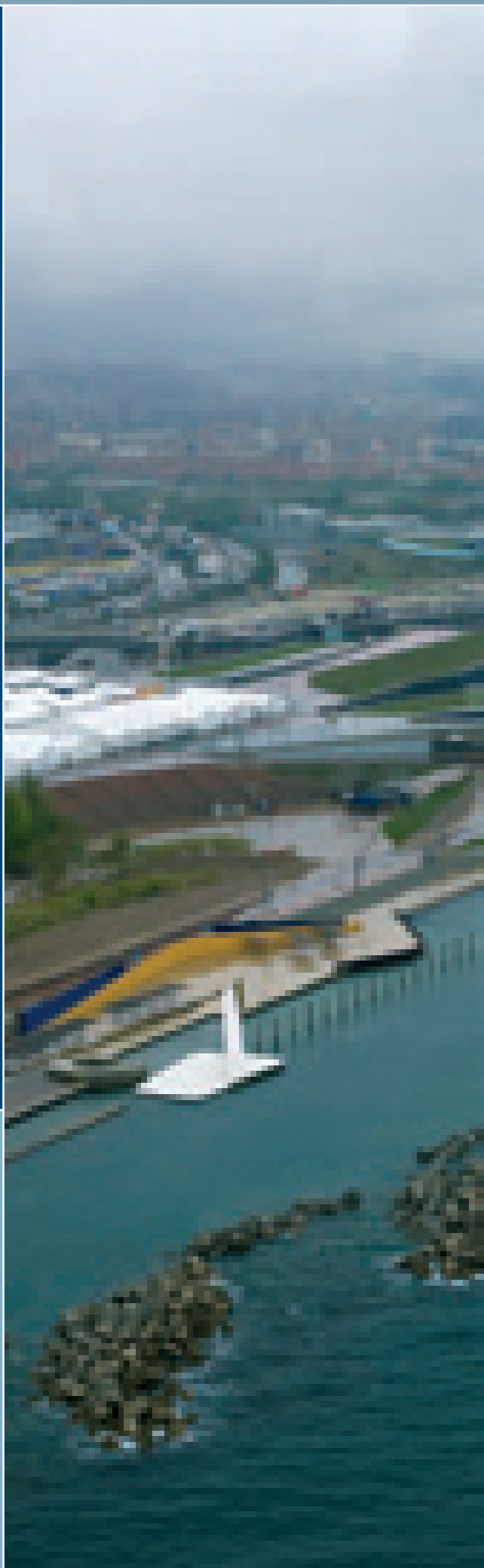


The growth of Catalonia's artificial surface area is heavier on the coast due to an increase in the construction of residential and holiday homes. More land is also being used for sports and recreation, more than 160% in the last decade, as well as a 57,8% growth in land surface area occupied by motorways and highways.

# Catalonia



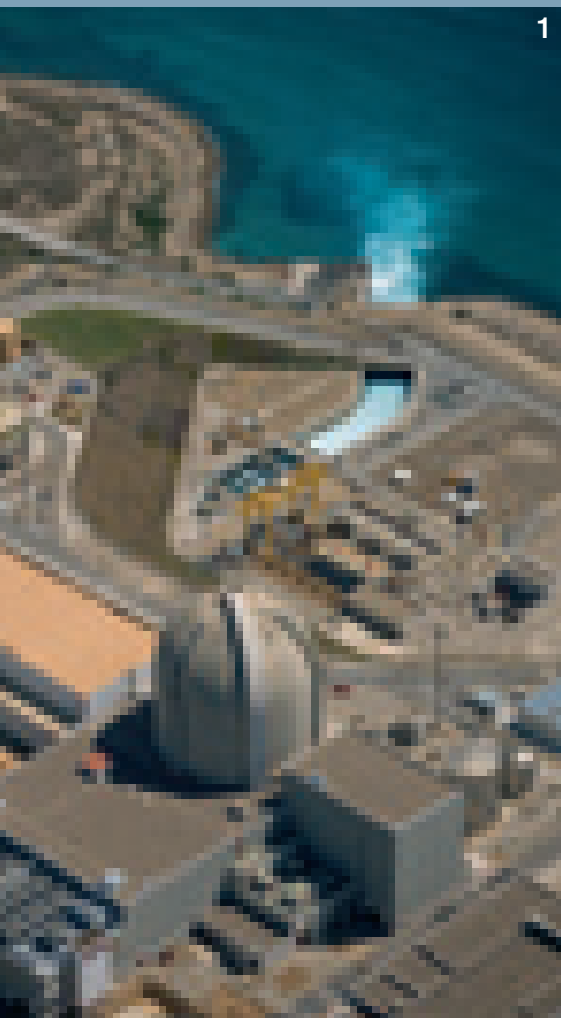
Ebro Delta,  
Tarragona





Barcelona's coast is totally modified by human action. Zoo works and Barcelona's beaches

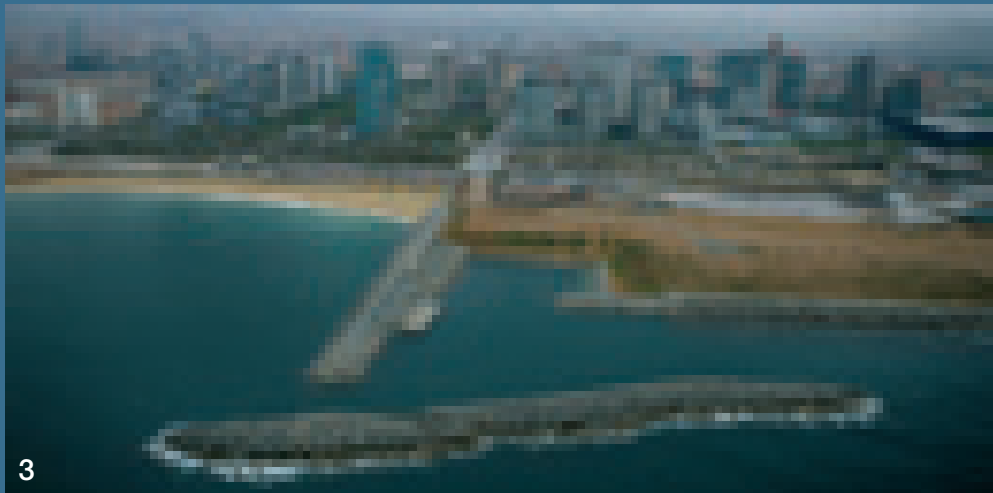




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2



3

1. Nuclear power plant of Vandellòs II in Tarragona

2. Creus Cape is one of the best preserved areas of the Mediterranean coast

3. The works for the Barcelona's zoo are infringing the Coast Act

**A**lmost half of the Catalan coast has been developed. Of its 700 kilometres of coastline, 46.5% is occupied. Despite this, millions of new dwellings are planned, in some cases invading the first 500 metres of coast. The Autonomous Government of Catalonia (La Generalitat) continues to protect the interests of the big development and construction companies at the future cost of the environment and its inhabitants.

There is also a seemingly insatiable appetite for new port infrastructures, despite the existing imbalances on coastal dynamics that are caused by this. On its 700 kilometres of coast, Catalonia Ports plans to add 6,000 new moorings to the existing 48,500 distributed across 47 locations.

The deterioration of the Catalan coast is mainly due to high levels of pollution generated by industrial development. Catalonia is responsible for 42% of pollution spilled directly into the Spanish Mediterranean. The European Environmental Agency declares Barcelona, the Ebro River Delta and Tarragona "Points of Alarm" for pollution on the Mediterranean Coast. *Add to this the deposits from the most contaminated rivers of the community; the Ebro, the Llobregat and the Besòs, that are causing an acute decline in coastal water quality.*

Because of high levels of pollution from waste-spillage, the United Nations has identified Barcelona and Tarragona as priority hot spots for pollution on the Mediterranean<sup>x</sup>. Also, the European Environmental Agency declares Barcelona, the Ebro River Delta and Tarragona "Points of Alarm" for pollution on the Mediterranean Coast.

## Urbanism

### Planning violations in the courts

#### TARRAGONA. SALOU

Former mayor of Salou Esteve Ferran, and his son, former planning councillor Esteve Ferran Gombau are under court investigation for various development activity irregularities.

#### TARRAGONA

The Terres Cavades case implicates former planning councillor Ángel Fernández and ten others for alleged planning violations, prohibited negotiations with officials and exercise of undue influence in the construction of 4,872 dwellings.

#### TARRAGONA. TORREDEMBARRA

The Public Prosecutor's Office is investigating the approval of the plan for Muntanyans II, involving the construction of 560 dwellings on flood lands of the Gibert delta stream.

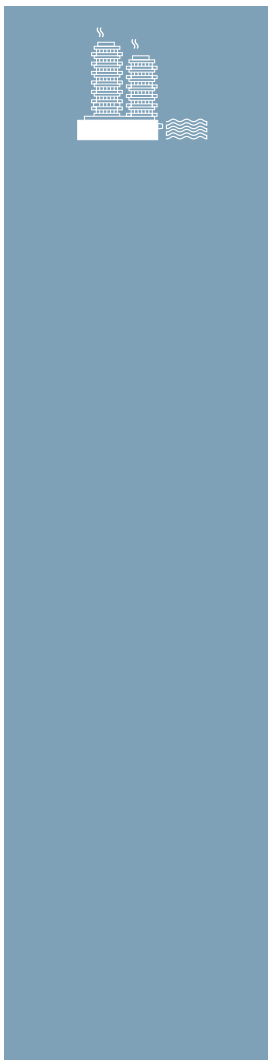
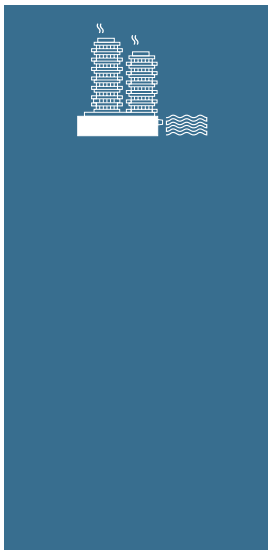
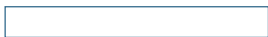
### L'Ametlla de Mar: luxury villas on the Bon Capó Point

Apart from the controversial Ametlla de Mar hotel, the Bon Capó point peninsula has remained free of concrete even though it is right on the sea front. In summer 2007, the company Pydum promoted the construction of the "Rocas Doradas" residential complex on grounds that were classified as urban in the seventies (without this being included in the Plan de Ordenación Urbanística Municipal (POUM) (Municipal Urban Zoning Plan, POUM).

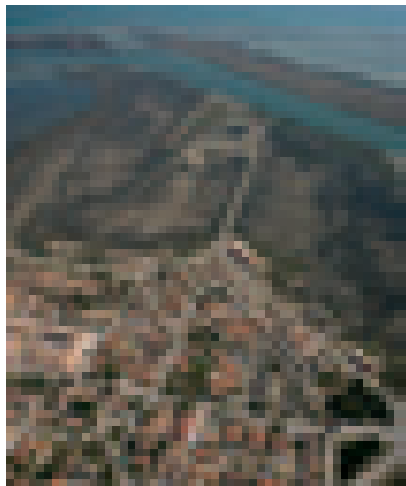
Although the city council has saved 17,650 of the 21,000 m<sup>2</sup> marked for development after reaching an agreement with the developer, if the appropriate coastal law had been applied, it would all have been saved. In the new POUM, instead of declassifying Bon Capó, which is still classified for urban development, re-zones a large portion of the isthmus<sup>4</sup>.



[4] An isthmus is a narrow strip of land that is bordered on two sides by water and connects the peninsula and the continent.



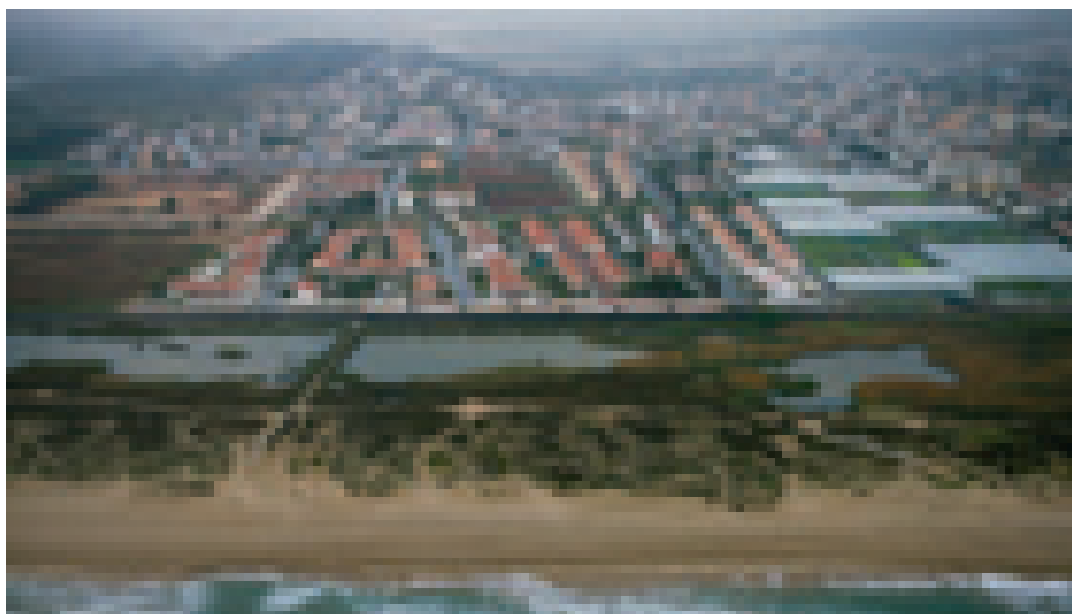
## Deltebre: more new apartments than Tarragona and Reus



Deltebre, located in the Ebro Delta Natural Park, is at the top of the ranking for new apartments projected in the Tarragona province. With hardly 2% of the population of Catalonia, the Baix Ebre and Monstia regions are a magnet for building holiday homes. Deltebre has permits for 725 new apartments (50% second residences), far surpassing the 585 for the capital, Tarragona. Added to this, there are another 800 in the pipeline. Additionally, the Master Plan for the Catalan Coastal System includes areas within 500 metres of the coastline and will increase the amount of existing urban zoned land by 100%.

Deltebre is an example of speculation on the coast, where big construction companies have created more supply than the market can absorb.

## Els Muntanyans II in Torredembarra: floodable urbanism



North of Tarragona, on the Torredembarra coast, is the development project Els Muntanyans II, by developer Vegas del Guadaira. It proposes building 560 dwellings on the delta of the Gibert stream outlet next to the protected zone on Torredembarra and Creixell beaches. According to a hydro-geological study requested by the Catalonia Supreme Court, the land they intend to develop is a flood zone. The flooding problems would be dangerous for people living there and would have a negative and irreversible environmental impact on this unique landscape.

Although the importance of this area was acknowledged in a 2001 report from the Environmental Ministry, the City Council of Torredembarra approved the development. Josep Bargalló, current director of Ramón Llull Institute and councillor for Planning and the Environment, was sued by the Tarragona Public Prosecutors Office when the development plans were approved.



## Salou: corruption in the first degree

Of the hundreds of planning corruption cases uncovered in recent years, the most infamous is that which implicates the former mayor of Salou, Esteve Ferran, and his son, Esteve Ferran Gombau, the former planning councillor.

The Public Prosecutor's Office has filed a criminal complaint for both misuse of privileged information and public office, exercise of undue influence and the illicit solicitation of privileged information for various illegal activities. In the "Galas case" the burning of a nightclub to construct 20 dwellings is investigated - 50% of which is owned by Ferran Gombau; four land transactions made by Ferran Gombau in Barenys for the purpose of development could be crimes; and last but not least, the awarding and construction of a geriatric home to the Salou Town Hall secretary's wife is under investigation.



## Infrastructures

### Barcelona: concrete coast



The "consolidation" and "stabilisation" projects on Barcelona's urban beaches (from Barcelona Beach to Nova Mar Bella beach, close to the Besós river delta) involve constructing fifteen piers an average of two kilometres long and ten metres deep, on five of Barcelona's beaches, and a 170-metre sea wall on Barceloneta beach. The Ministry of Environment project has not passed the Environmental Impact Declaration process.

Scientists have warned of the danger that the wall would cause because of the essence of natural water movement, as can be seen in other cases where there are similar situations. These works are part of the same building policy that clearly abuses the environment. For example, the construction of a zoo on marine-terrestrial public domain would not be possible under Coastal Act.



## Girona: target for Catalonia Port Plans

Although Girona already has 23,240 moorings for recreational vessels –the largest number in Catalonia– the Ports of Catalonia Plan has proposed expansions for L'Estartit, Empuriabrava, Port d'Aro Marina, Pals and Palamós Marina among others, adding 433 new moorings.

Especially worrying is the Roses case, where the construction of a new branch of its port would considerably change the profile of the area and its tourism model. The proposed expansion, with 140 new moorings and a shipyard for another 130 craft in the Palamós Marina will cause the disappearance of Moli Point, a local landmark. Palamós Town Council has rejected the initiative, but the Territory Policy Council and Public Works are going ahead. In Pals, the construction of a sporting port for waterskiing activities infringes the proposed future boundaries of the Montgrí-Baix Ter-islas Medes Natural Park.



## Pollution

### Llobregat delta: environmental destruction continues

Chemical plants (such as Martorell) and metallurgy plants (such as Castellbisbal) have been dumping waste waters into the Llobregat River. The pollutants present in the discharges are from the chlorine industry. They are extremely harmful to the marine environment causing slow environmental degradation, they accumulate in the tissues of living organisms, and they are toxic.

The company Solvay in Martorell, which manufactures chlorine and chlorine derivatives, dumps its wastes directly into the Mediterranean sea via an underwater sewerage pipe. Also in Castellbisbal, the metallurgy smelter, CELSA, declares more than 25 kilograms of cadmium waste each year. This is almost 25% of the waste dumped into water that is jointly declared by the most polluting factories throughout Spain<sup>x</sup>.



### Besòs river delta: impossible biological conditions

The Besòs river has some of the highest levels of nutrients. According to the United Nations, this river has the highest levels of phosphorous and nitrogen of the entire Mediterranean basin<sup>x</sup>.



A scientific study over 25 years into the biological quality of some of Catalonia's rivers, including the Besòs, concludes that although water quality has improved in the upper and intermediate sections of this river, thanks to the water treatment plants in the 1990s, improvement has not been seen downstream, where water quality is still poor or very poor. The main problem hindering biological recovery of the water is the loss of volume that limits the capacity of the purifying treatment to dilute the water.

## Ebro Delta: point of alarm



The Ebro delta is considered a “Point of Alarm” by the European Environment Agency<sup>xii</sup>. High levels of pollution from chemical industry wastes are present in its outflow and there is organic waste in its bed. The waters of the Ebro Delta are clearly eutrophied and impoverished in the quantity and diversity of species<sup>xiii</sup>. It also suffers from one of the worst cases of chemical pollution in Spain, caused by the company Ercros in the Flix Reservoir (Tarragona), which has generated more than 700,000 tonnes of toxic sludge, some of which is radioactive. Spanish and European governments have pledged 155 million euros to clean up the pollution caused by Ercros in the last decade.

En February this year, the Ebro river basin authorities (Hydrographic Confederation) began a study to investigate the possibility of banning fishing in the Flix Reservoir and the Ebro delta after having found mercury levels higher than the legal limit in some species of fish such as carp and the silurid catfish.

## Tarragona and Vila-Seca chemical estates: chlorine suffocation

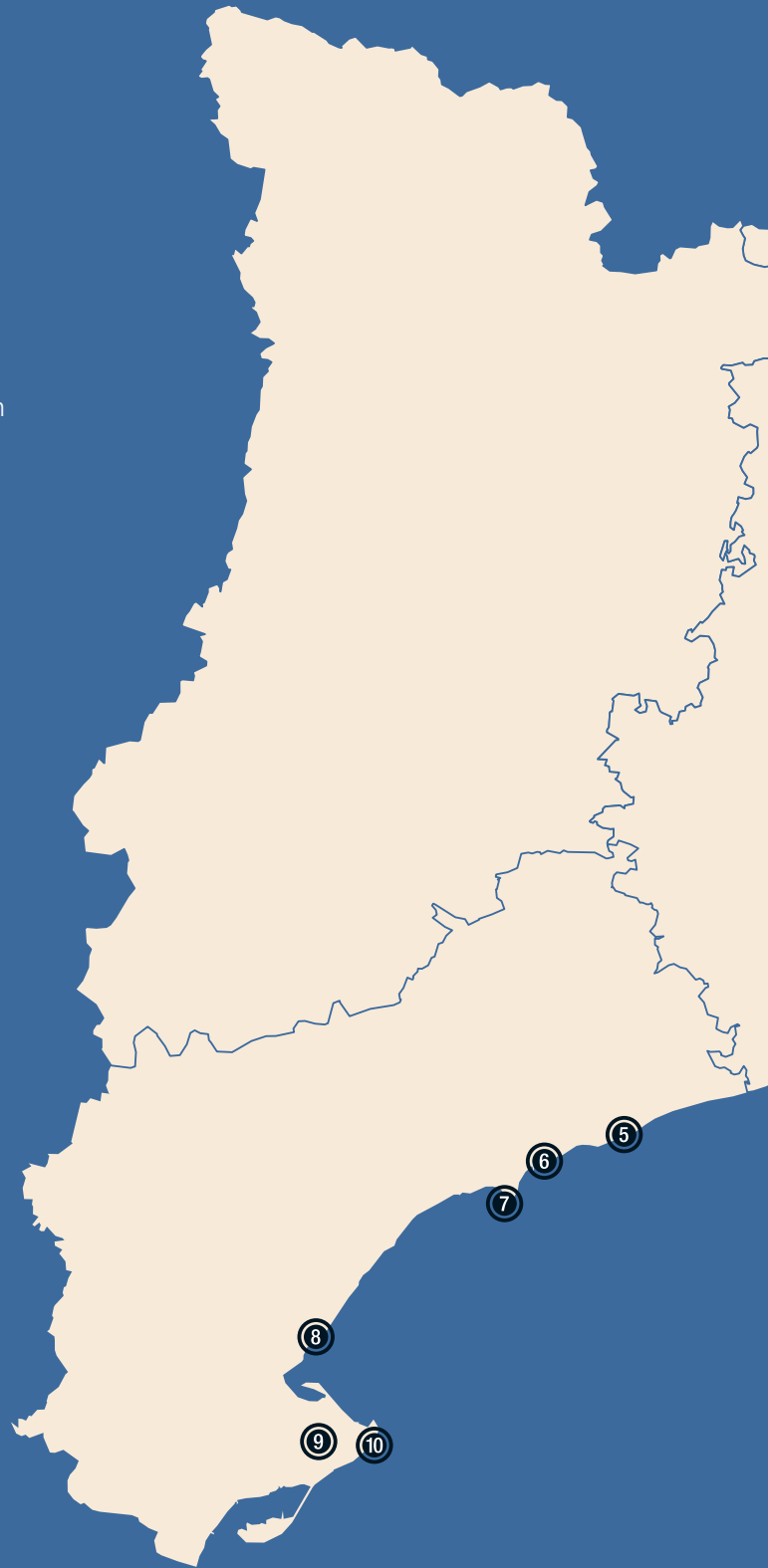
The Tarragona industrial area is the biggest chemical site in all of Spain. It is responsible for almost 25% of all chemical production and generates 36.45% of the pollution in the Spanish Mediterranean basin. Tarragona and Vila-Seca are among the main pollution hot spots on the Spanish Mediterranean coast<sup>xiv</sup>. Tarragona province also has a large chlorine industry.

On La Pineda beach on the Tarragona coast, numerous local companies from the Tarragona and Vila-Seca dump waste directly into the sea through underwater sewerage pipelines. The construction of a huge underwater sewerage pipeline will replace eight existing ones and will aggregate the wastes from the entire industry. It is one of the biggest threats to the area as it will dilute the responsibility of individual companies and make pollution control difficult.

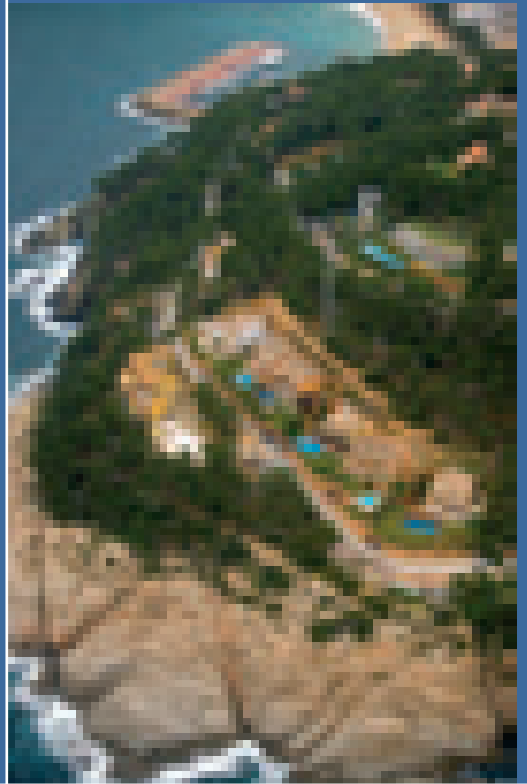
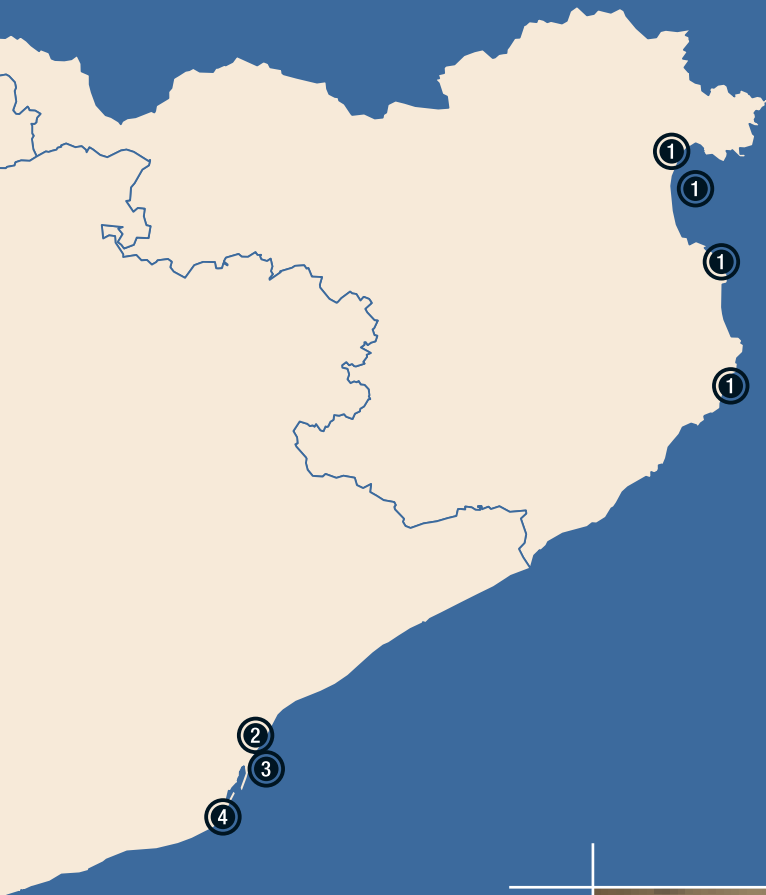


# Black spots

1. **Girona. L'Estartit, Empuriabrava, d'Aro Port and Palamós.** New marinas.
2. **Barcelona. Besós Delta.** Serious industrial pollution.
3. **Barcelona. City beaches.** The construction of piers on the beaches.
4. **Llobregat Delta.** Severe environmental damage.
5. **Torredembarra. Els Muntanyans II.** Development in flood zones.
6. **Tarragona and Vila-Seca.** Chemical estates. Serious industrial pollution.
7. **Salou.** Planning corruption.
8. **L'Ametlla de Mar. Bon Capó Point.** Development on the coastal fringe 500 metres from the shoreline.
9. **Deltebre.** Excessive development.
10. **Ebro Delta.** Severe industrial and organic pollution.

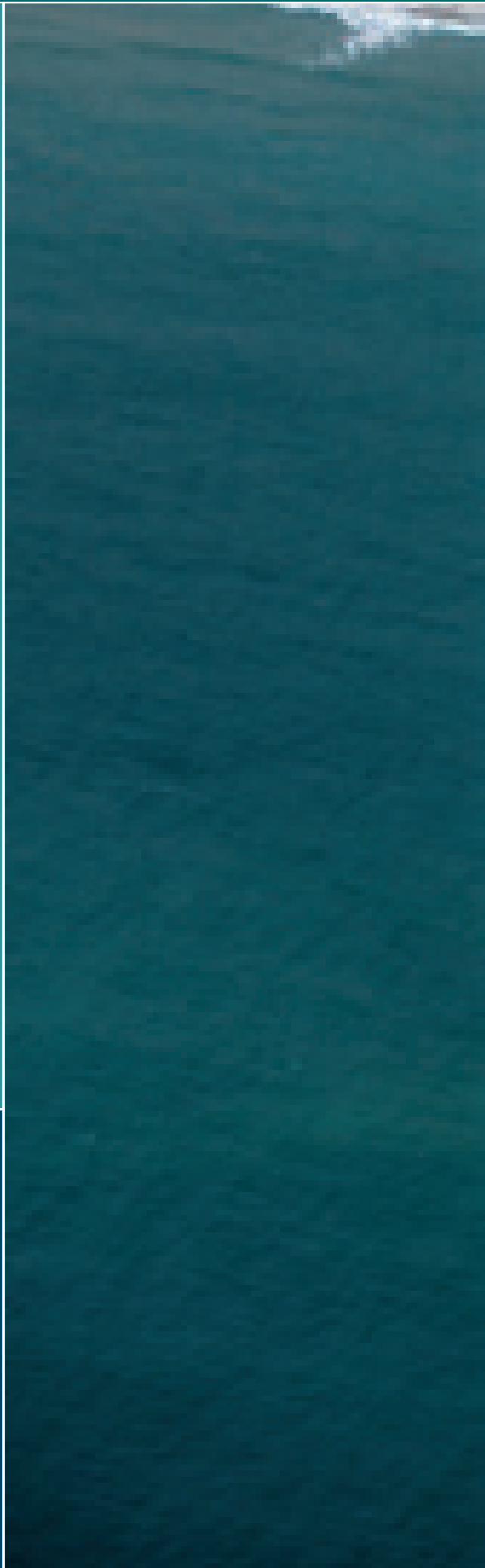






Ceuta and Melilla, because they are smaller and due to their geographical situation, act like islands with regard to the uses they give their territory. Both are densely occupied (35.4% in Ceuta and 53.3% in Melilla) and land surface areas are almost entirely occupied by urban development, transport infrastructures and industrial zones.

# Ceuta and Melilla





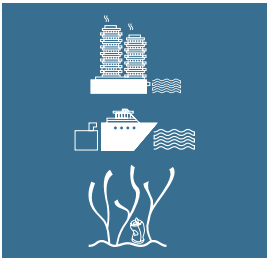
**T**hese two autonomous cities are not examples of how to look after the coastline. The serious pollution problems affecting its coastal waters are caused by the almost total lack of any treatment of the industrial and urban waste discharged into both stretches of coastline adding to the damage being suffered by the scenery.

In the case of Ceuta, the sewage produced by 76,000 inhabitants is discharged into the sea without any kind of prior treatment, most of it being dumped alongside a protected space. Bunkering (vessel to vessel fuel supply) also takes place in these waters, meaning they are in constant danger of hydrocarbon pollution.

Build-ups of waste can be found along the nine-kilometre Melilla coastline, such as the one at Punta de Morillo, and the inadequate treatment of water by the desalination plant in Agiadú, the building of which has had a very negative impact on the protected space where it is located.

All these foci are causing serious pollution problems on both cities' coastlines, threatening unique areas such the Alborán sea, which houses great biological diversity.

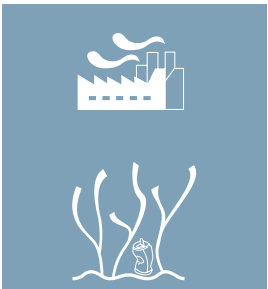
## Urbanism and infrastructures



### Ceuta: spoilt marine scenery

A painstaking critical analysis of the landscape of Ceuta brings to light several serious problems for which solutions have not yet been found. The damage is particularly alarming in the coastal zone.

The obsession with economic growth during the most recent wave of development is causing the irreversible destruction of its natural resources. The extension of the port of Ceuta is an example of this development. The new container port wiped out a significant portion of the submarine infralittoral of Ceuta.



### Melilla: desalination as an example not to follow

The installation of a desalination plant has destroyed the Agiadú coast, the final natural refuge of the battered coast of Melilla. This desalination plant discharges its waste into the Agiadú coastline, just a few metres from an area considered a Site of Community Importance in the *Natura 2000* Network.

Added to the impact of the plant construction is the effect of the unforeseen exploitation of the system that obliges brine salt to be dissolved and discharged into the sea water, as the high salinity also has a detrimental effect on the seabed in the area.

## Pollution

### Ceuta: Water!

The city of Ceuta, with a population of around 76,000 inhabitants, currently discharges its waste water straight into the sea, without treating it any way first. The most significant build up of discharge is located in the Monte Hacho zone, which has been declared a Site of Community Importance in the Natura 2000 Network. The waste waters flow directly onto the San Amaro beach, meaning this spot is not authorised for bathing by the health authorities.

The Master Sanitation Plan of the city of Ceuta lists 23 points where sewage is dumped into the sea, and a further 20 conflictive points in the city's network. The new sanitation system will not be ready when the new Residual Water Treatment Station (EDAR) starts operating in 2009.

The city has no Waste Management Plan, meaning no efforts are made to recycle any of the waste arriving at the city's transfer, which is transported by ship to the Miramundo tip in Medina Sidonia (Cádiz). The old Santa Catalina tip on the seashore contains the waste produced by Ceuta over the past 50 years, which is piled up into a 38-metre-high mountain. In spite of being closed, large quantities of illegal waste are dumped here, some of which is toxic and dangerous, and much of it ends up in the sea.

The Bay of Ceuta is also affected by the growing practice of bunkering, responsible for constant discharges of crude oil into the sea.



### Melilla: rubble in the sea

At Punto del Morrillo, there is a municipally-owned dump where rubble is dumped in the sea. Waste from the tip reaches the Morrillo cove and the Horcas Coloradas cove and seriously pollutes the sea bed.

The dump is situated next to the Melilla Incinerator, where sacks of incineration residue build up on the site, very close to the coast. More than 90% of all the waste produced by this autonomous city is incinerated.

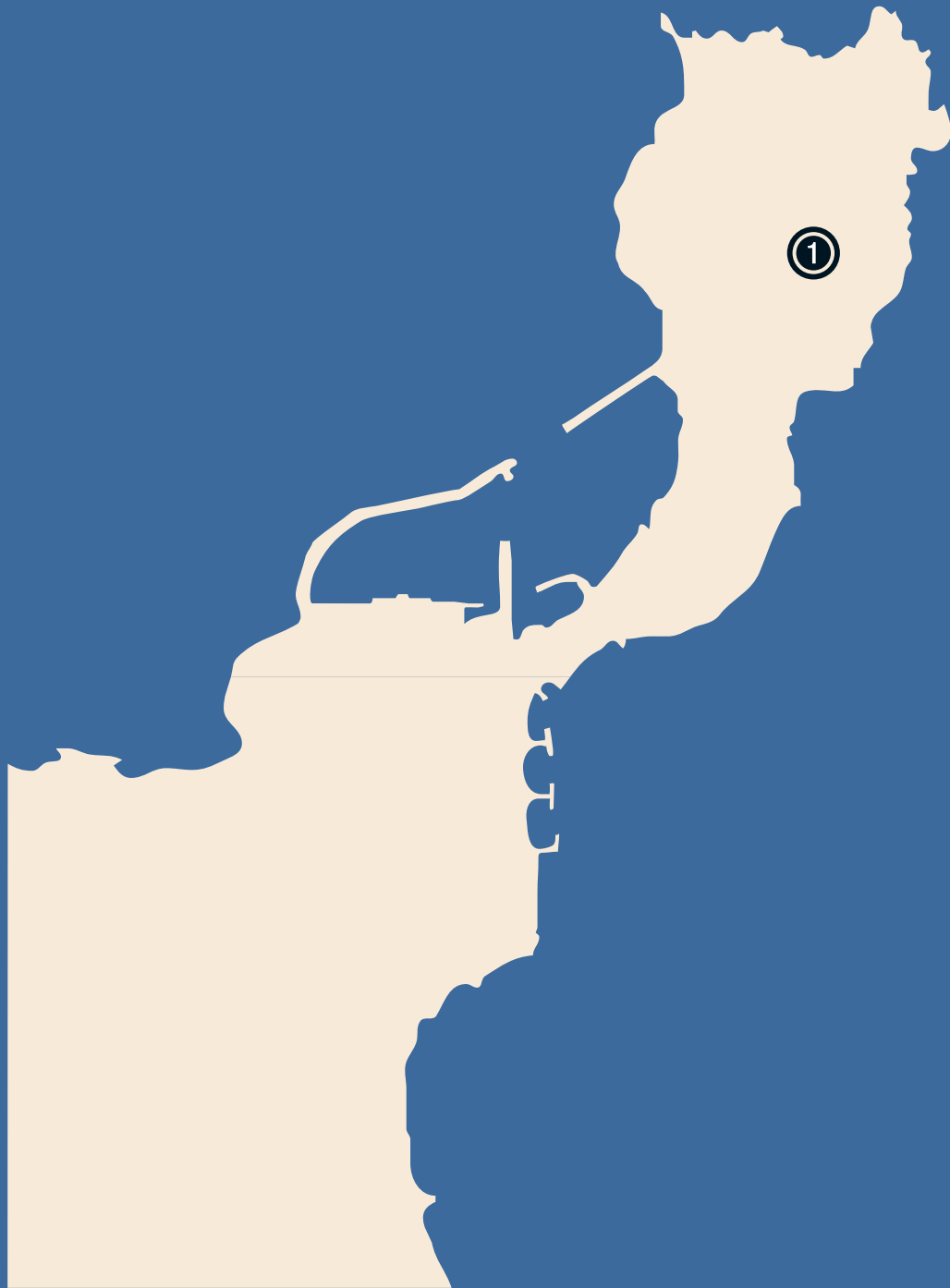
Two Melilla companies discharge waste products without treating it in any way: The Endesa thermal power plant and a desalinator belonging to Ferrovial-Agromán, which discharges brine.

Other sources of pollution are located in Melilla, including the Melilla Waste Water Treatment Station, which purifies approximately 20,000 m<sup>3</sup>, discharging the water behind the South pier. When it rains heavily, the plant cannot treat the water it receives, as the rainwater and sewage systems are linked.



# Black spots

1. **Ceuta.** Underwater outlet in Monte Hacho.
2. **Melilla. Punta del Morrillo.** Rubbish and rubble dump in the sea. Incinerator.

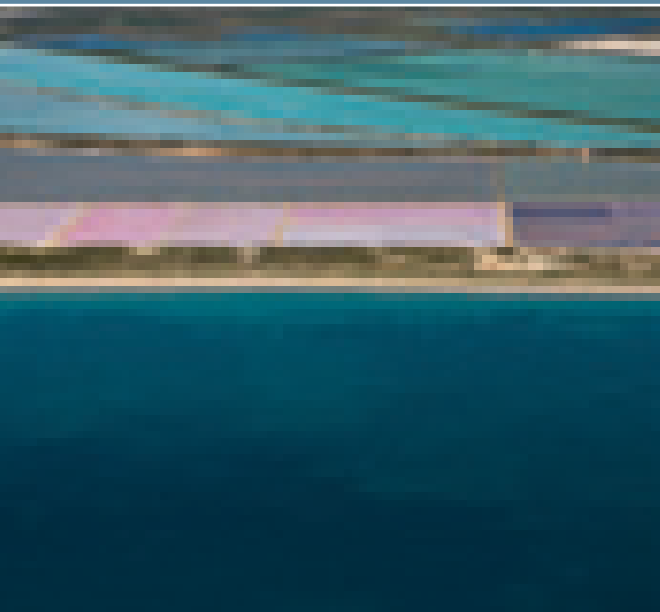




The Region of Valencia has seen some of the highest increases in artificial land in Spain, surpassing 50% in the last decade. Tourism and residential pressure have generated a higher demand for coastal land, especially in zones with limited water resources. The land occupied by motorways and railways has also doubled.

# Autonomous Region of Valencia

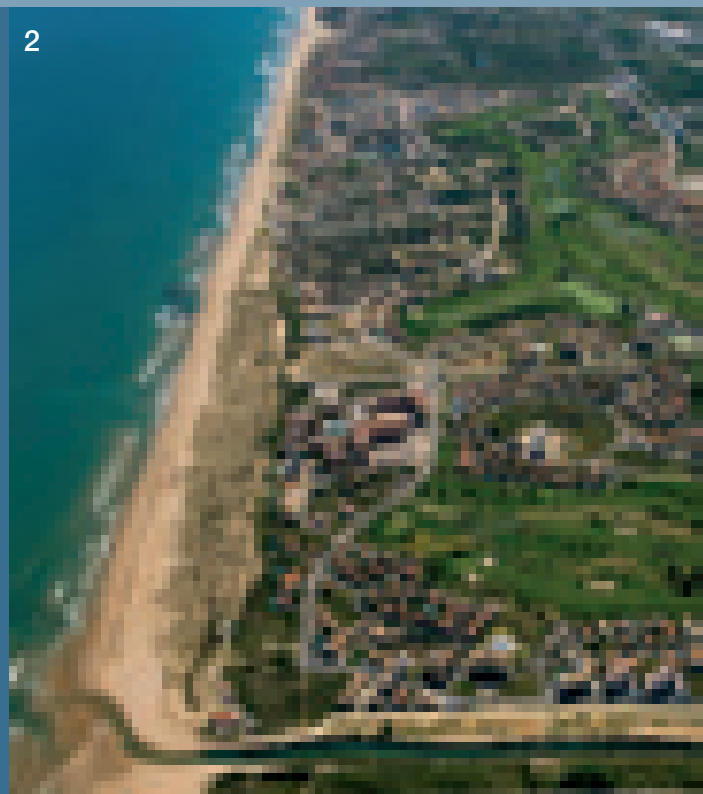
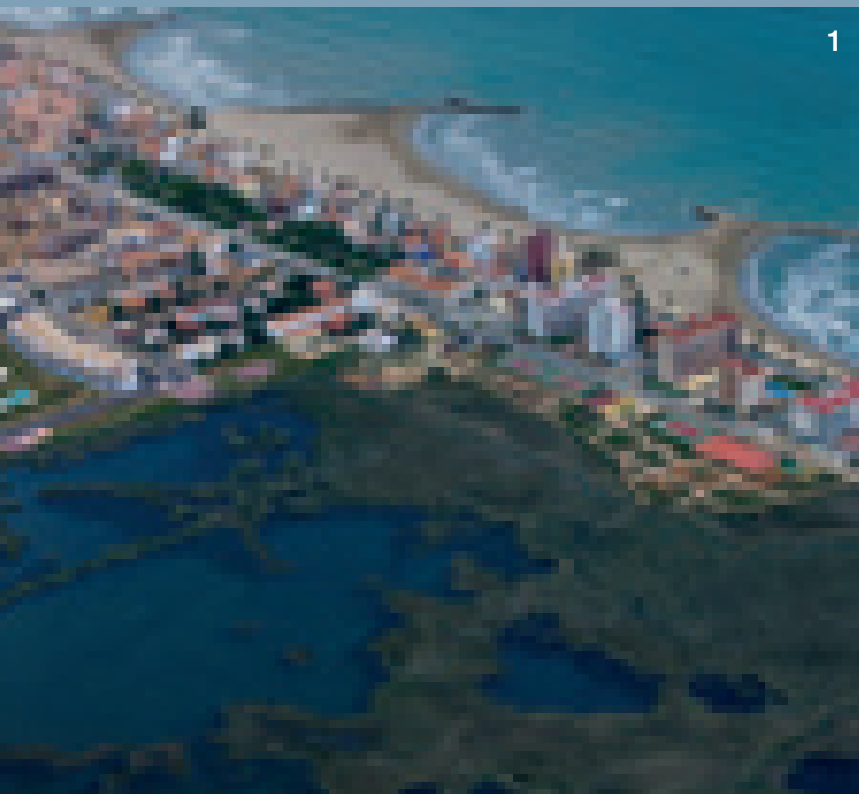
The salt mines of Santa Pola are at risk because of constructions





Saturation is the symbol of distinction of Marina d'Or in Oropesa del Mar (Castellón)





1. Castellon's coast is very modified by human action. Torreblanca coast

2. Golf courses waste the scarce fresh water resources of the shore. Golf court at Oliva-Nova

**T**he European Commission has brought a complaint against Spain to the Courts of Justice in Luxembourg, on the grounds that the Valencian Planning Law (LUV) violates Community laws on public procurement. The successive visits of commissions sent by the European Parliament to investigate the complaints about Valencia's planning regulations have been treated with utter disdain by the Regional Government, which has opted to ignore warnings from Europe and continue with a policy that is causing enormous damage to the natural, cultural and social heritage of the Autonomous Region.

It seems that nobody in this region is prepared to acknowledge that changes are needed. Instead, they are maintaining their forecasts for massive growth in development, in spite of the fall in the sales of second homes, which ranges between 20% and 70%.

Regarding infrastructures, the avalanche of projects for new moorings justified by the Americas Cup 2009 is very significant. The Valencia Region has a marina every 11 kilometres, but this does not seem to be enough, and plans have been submitted to increase the number of moorings by 80%, adding 14,000 to the 17,800 already existing. A total of 213 actions are foreseen to create marinas or extend those already existing, affecting the 44 port zones on the Valencia Coast.

The pollution of the coast of the Valencia Region is worrying. Certain areas, such as those around Valencia and Castellón, are internationally acknowledged Mediterranean hot spots because of the industrial discharges (which are particularly significant to the north of Valencia and Castellón) and urban sewage. The dangerous, toxic nature of the waste has led the United Nations to classify this area as a priority contamination hot spot in the Mediterranean.<sup>xv</sup>

## Planning violations in the courts

### ALICANTE

Mayor Luís Díaz Alperi and two councillors are facing charges for misuse of public office, breach of trust, fraud, misuse of funds and illegal appropriation in the adjudication of three underground parking spaces with a cost of 2.2 million euros to the Local Authority.

### ALICANTE. BENIDORM

The case of the Terra Mítica theme park is still with the courts. The bundle of fraudulent bills used to embezzle more than 4.5 million euros is added to the ruthless reclassification of land used to settle the park's debt, which amounted to over 200 million euros.

### ALICANTE. ORXETA

Orxeta mayor Vicente Linares; planning councillor José Olcina and his brother Vicente, are accused of fraud, exercise of undue influence and illegal negotiations in the sale of lands re-zoned for building.

### CASTELLÓN

The Public Prosecutor's office has brought criminal proceedings against the company BP Oil for alleged and natural resource planning violations and misuse of public office in the extension of its facilities on the El Serrallo industrial estate.

### CASTELLÓN. NULES-BURRIANA

The Public Prosecutors' Office in Castellón is investigating an alleged land planning and natural resource violation against the owners and builders of 93 homes in the Nules-Burriana marshes.

### CASTELLÓN. CABANES AND OROPESA DE MAR

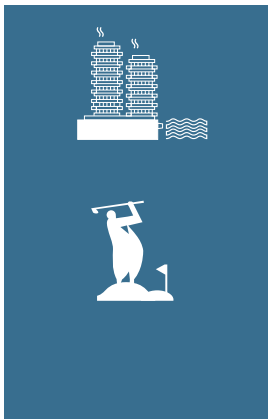
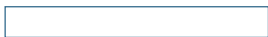
The Public Prosecutor's Office is investigating the alleged illegality of the transfer of water management by Cabanes Local Authority to the Marina d'Or group. Marina d'Or Chairman Jesús Ger is facing accusation of breach of trust and misuse of public power after the adjudication of the PAI Les Amplàires by Oropesa del Mar's Local Authority.

### CASTELLÓN. OROPESA DE MAR

The mayor, municipal architect, planning councillor and two former councillors of Oropesa have been accused of breach of trust for selling public land without first valuing or auctioning it.

### CASTELLÓN. TORREBLANCA

The Public Prosecutor's office has detected possible violations involving planning and natural resources and environmental law after investigating a building development involving the reclassification of 170 hectares of land to build around 5,000 homes in Torrenosta.

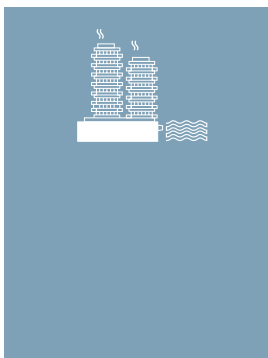


## **El Campello (Alicante): avalanche of building projects**

El Campello Local Authority has started up several disproportionate, illegal development projects. An apartment-hotel with 41 rooms is planned for the unspoilt cliffs at the Coveta Fumà. The Ministry for Infrastructures decided against the works on the grounds that they violated the Coast Act.

At Cala Lanuza, 127 apartments were built on four floors, invading an area protected by the Coast Act, even through the Local Authority only granted a licence for a two-storey apartment hotel. The town hall admits having infringed the law in the licence it initially granted.

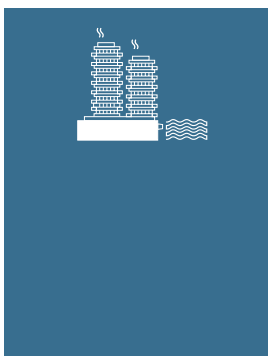
A new project with 100 homes, a hotel and a golf course is planned for a 2.5 million square metre area between the zone known as Les Puntetes de Gonsàlvez and Xixí, classed as Common Land not Classified for Building.



## **Elche (Alicante): judgement for the bricks**

Sometimes the law forgets the environment. This is what has happened with Dunas de Guardamar. In La Marina, there is a zoning plan for the MR-10 sector that borders a Site of Community Site Importance (LICSCI), Dunas de Guardamar (the Guardamar Dunes). This sector also borders sector MR-9, a place where a housing development has been built in spite of the successive decisions issued by the courts against this, as it falls within the protective perimeter of the Salinas de Santa Pola Nature Park.

The Supreme Court of Justice of the Valencia Region has pronounced the planning classification of sector MR-9 of La Marina as legal. The judgement is based on the grounds that 97% of the sector has already been built on and gives free reign to the policy of “what’s done is done”, thus setting a dangerous precedent.



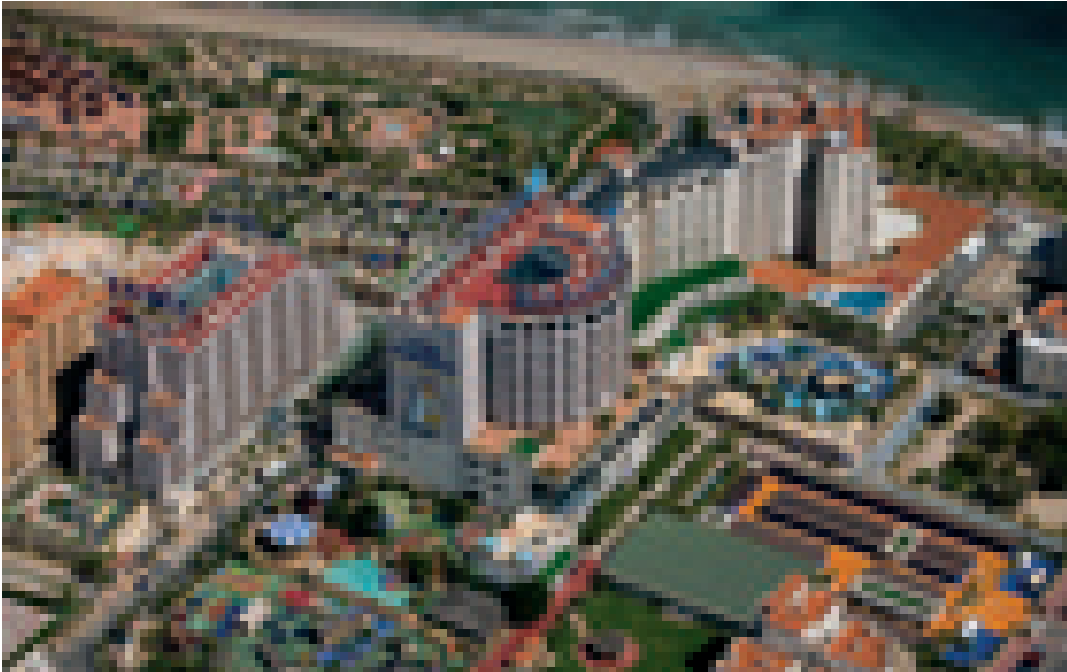
## **Sant Joan d’Alacant: 90% classified as building land**

Sant Joan intends to use up all the land not classified for building within its borders and to re-zone it to enable it to quadruple the current number of homes, which will have increased from 8,000 to 31,894 by the year 2043. The new General Plan for Urban Zoning (PGOU) is centred on the only remaining enclave of farmland within 600 metres of the beach in Alicante.

From an environmental standpoint, the PGOU is lacking in several aspects: It does not give adequate justification for obtaining the necessary water supplies and instead advocates making heavier use of the already overexploited aquifers of Alto and Medio Vinalopó. It has not undergone a Strategic Environmental Evaluation, nor does it have the mandatory Environmental Impact Study.



## Oropesa and Cabanes (Castellón): expecting four more “Marinas d’Or”



Oropesa and Cabanes local authorities have applied to the Regional Government for approval of the “Marina d’Or Golf” project, a macro-development covering 18 million square metres that will be four times larger than the current development. Although approval from the Regional Government is still pending, Marina d’Or Golf is planning to build 40,000 homes, six hotels and three golf courses.

However, the project is facing new challenges. Firstly, the slump in sales affecting the real estate market, which is hitting the second home sector particularly hard and secondly the legal problems facing the chairman of the Marina d’Or group, who is being investigated for his alleged involvement in planning violations which may also involve the mayor of Oropesa.

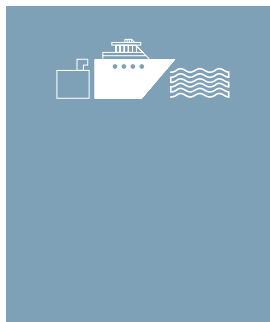
## Cullera (Valencia): concrete to the Júcar estuary

In October 2007, the plenary of Cullera Local Authority granted final approval to the PAI de la Bega zoning plan, otherwise known as the Manhattan of Cullera, which foresees building 33 skyscrapers, a port, golf course, sporting marina and fishing port alongside the Júcar estuary.

Along with the PAI de la Bega, Cullera Local Authority has also approved another two plans to build on ten million square metres of land. The Marenyet PAI involves rezoning 5.5 million square metres to allow 9,000 homes and a sporting port with 1,100 moorings to be built. On the right bank of the Júcar, the development of the Brosquil PAI has been approved, covering around 4.5 million metres and 4,000 new homes.



## Infrastructures



### **Xàbia (Alicante): turning the screw to extend the port**

The project to expand the port of Xàbia is still threatening the bay where it is planned to take place. The proposed rezoning involves moving the current yacht clubs facilities and fisherman's guild to create an additional 350 moorings.

The extension is threatening the La Grava beach, and may even affect the Marine Reserve at the Cabo de San Antonio, or the Tangó or Pope beaches. There are alternatives which would be considerably less aggressive to the sea environment, such as the redistributing the moorings, which would add between 250 and 270 moorings.

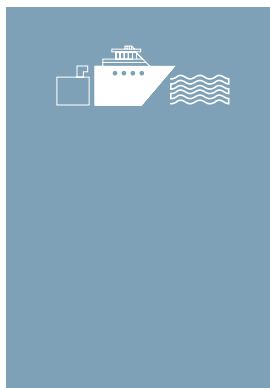


### **Luis Campomanes Sporting Port (Altea): posidonia alibis**

The project to extend the Luís Campomanes Sporting Port in Altea affects an extensive meadow of *Posidonia oceanica* seaweed, protected by the Habitats Directive. Since it was first proposed, the project acknowledged the damage that the works would cause to the underwater meadows and proposed, as a compensatory measure, to transplant the clumps of posidonia to another location, something that has only ever been done experimentally.

Ecologists in Action of the Valencia Region, Greenpeace and WWF/Adena made a complaint in the courts, demanding it be terminated and that the damaged environment be restored. The work was stopped as a precautionary measure in November, 2006, and a little later a report was issued by the Environment Ministry, condoning the destruction of more than 10,000 square metres of underwater meadows because of the works.

At the end of 2007, a judgement was issued certifying the precautionary termination of the works to transplant the *Posidonia oceanica*. The decision stated that the project was a failure and that it had violated its duties under the Environmental Impact Statement. In the face of this decision, ecology groups have demanded the project be abolished and the land returned to the sea.



### **Castellón: more marinas for the Americas Cup 2009**

In the framework of the Americas Cup 2009, the province of Castellón intends to double the current number of moorings from 2,155 to 4,855. The new ports will have great visual impact and will add to the deterioration of bathing water quality in Vinarós, Benicarló, Peñíscola, Oropesa, Alcossebre, Castellón and Burriana.

The General Zoning Plan (PGOU) for Benicarló includes a new port, twice the size of the current one with 700 new moorings. The Project to extend Las Fuentes de Alcossebre includes a new 16,000-square-metre wharf containing 34,631 of water, with 110 new moorings. The project also contemplates the creation of a seafront promenade and the development of the surrounds. A total of 600 new mooring spaces for vessels are planned for Moncofa, which have already been approved by the Ministry for the Environment.



## Pollution

### Guardamar del Segura (Alicante): the river that became a waste channel

The river Segura has been suffering the effects of pollution from industries established in the basin and the sewage from the towns on its banks. Its waters contain high levels of cadmium, chrome, mercury, copper, lead, zinc and nickel. A study has revealed that the Segura contains 250 times more organic pollution than the levels permitted by the Water Law.

The Segura Hydrographic Confederation has classified the river estuary to Cabo Roig as a coastal body of water that is at “certain risk” of failing to comply with the objectives of the Framework Water Directive, which is reflected in the serious effects of the contamination<sup>xvi</sup>.

### Castellón coastline: deficient treatment

The northern coast of Castellón has a serious problem because of urban sewage discharged from dozens of coastal towns and developments. Large municipalities such as Vinaroz, Benicarló, Peñíscola and Alcossebre, with the equivalent of almost 128.000 inhabitants<sup>xvii</sup>, have only one treatment system for their sewage, which is not sufficient to eliminate the chemical substances and pollutants it contains, meaning tonnes of organic material is discharged directly into the sea, together with mud and faecal bacteria, all of which contributes to the deterioration of the coastal water quality.

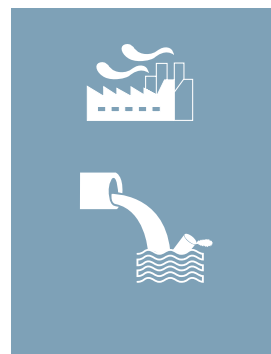
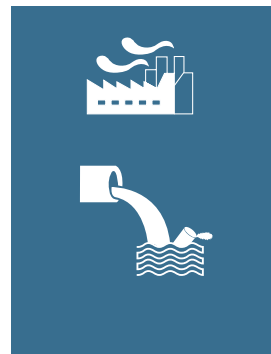
Additionally, Benicarló, which lacks adequate treatment systems, has a network of industries that discharges highly contaminating substances, making it worthy of qualification of a hot spot in Spain<sup>xviii</sup>.

### The Serrallo and Villareal industrial estate (Castellón): “a chemical bomb”



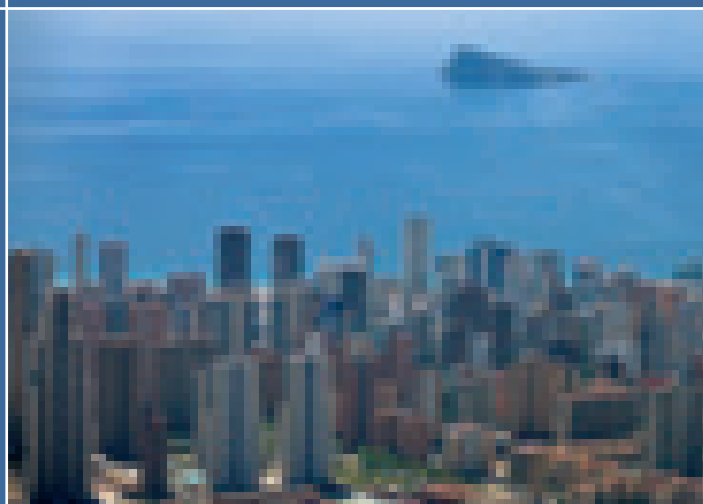
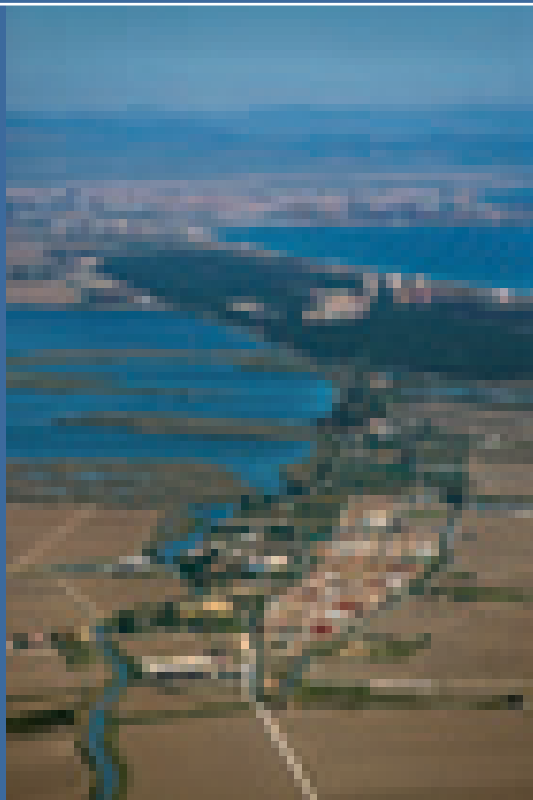
The Serrallo industrial estate is an important industrial manufacturing centre in Castellón. The main industries located there are the BP Oil refinery, CLH, Ecocat, Praxair, Repsol YPF and UBE. Information from the Regional Valencian Department for the Environment, Water, Planning and Housing says this is the part of the region that produces the greatest quantities of industrial effluents and pollutants.

The municipality of Villareal borders Castellón, and has a chemical, paper and mineral sector that also contributes to coastal pollution due to the presence of dangerous substances, hydrocarbons and other synthetic contaminants in significant concentrations<sup>ix</sup>.

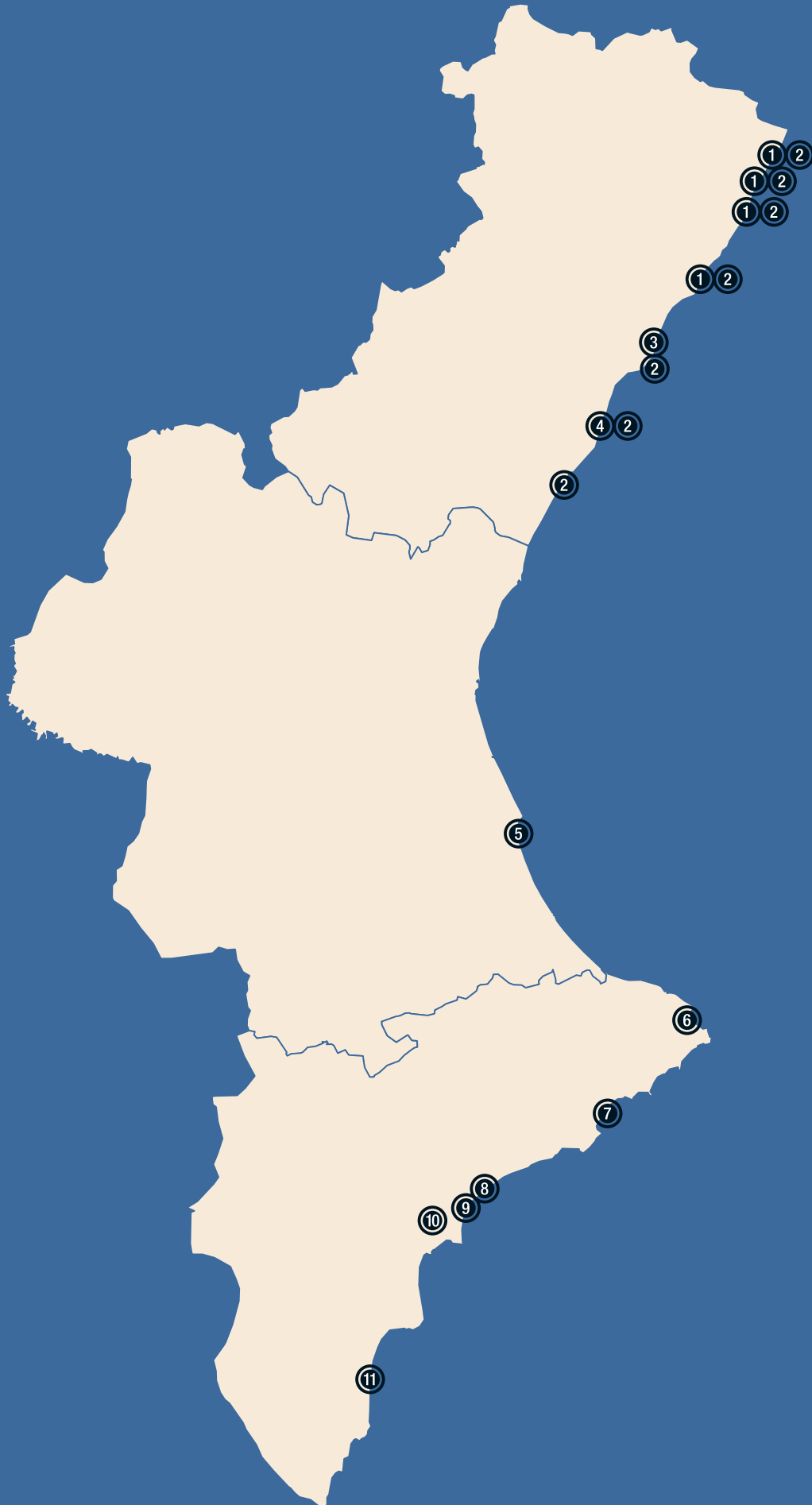


## Black spots

1. **The Castellón Coast: Vinarós, Benicarló, Peñíscola and Alcossebre.** Serious contamination from urban effluents.
2. **The Castellón Coast: Vinarós, Benicarló, Peñíscola, Oropesa, Alcossebre, Castellón and Burriana.** New sporting marinas.
3. **Castellón. Serrallo y Villarreal Industrial Estate.** Serious industrial pollution.
4. **Oropesa and Cabanes.** 18-million-square-metre development.
5. **Cullera.** Development on the banks of the Júcar estuary.
6. **Xàbia.** Extension of the marina.
7. **Altea.** Work to extend the Luis Campomanes marina.
8. **El Campello.** Avalanche of development projects.
9. **Sant Joan d'Alacant.** 90% of land zoned for building.
10. **Elche.** Disproportionate development.
11. **Guardamar del Segura.** Serious pollution from urban and industrial effluents.



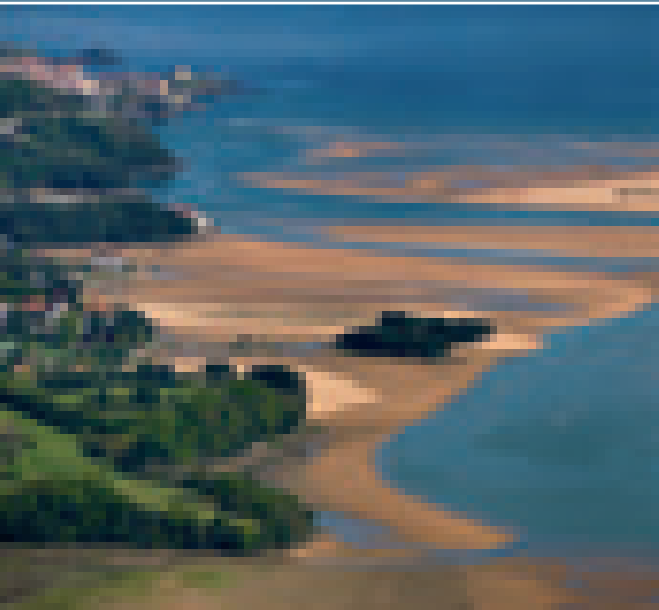




In the last decade, the Basque Country has experienced the largest increase (14%) in artificial land in the Cantabrian corner. Transport networks and infrastructures account for 17.7%, which is a high percentage. This is due to the expansion of urban and industrial zones. The coastal zone has undergone significant changes, because of the loss of costal and marine surface area due to the development of port zones.

# Euskadi (Basque Country)

Mundaka estuary is periodically endangered by sand dragging







1



2

## 1. Mundaka estuary

## 2. Front water of Bilbao's port show one of the highest concentration of mercury in molluscs of the North Atlantic

**T**he Basque Coast, especially the Biscayne Coast, is suffering from continuous pressure from development, which is having a negative impact on this particularly privileged coast. A Basque Government report<sup>5</sup> drew attention to the fact that the land occupied by real estate developments has doubled over the last two decades. Some of the Basque Executive's proposals for development have been turned down flat by its citizens, who are not willing to sacrifice their territory or their quality of life.

The negative impact of the marinas on the environment is particularly noticeable. During the last decade, the Basque Region has seen the largest growth in the number of moorings for recreational craft in Spain as a whole, quadrupling to a total of almost 5,000 moorings. The Basque Government intends to keep increasing this figure, ignoring the negative effects of the pollution and privatisation these facilities are causing on the coast.

The legal instruments that has been approved, such as the Basque Zoning Law and the Territorial Coastal Protection Plan of March 2007 give minimum protection to the coast, as the Plan was approved after four, large impact plans had been approved for the waters: The Hondarribia and Orío marina, the Mutriku commercial port and the Pasajes exterior port project.

The demographics and the presence of important industrial and port development are the main factors exerting pressure on the coastal waters of the Basque Country. Euskadi is one of the most highly contaminated Autonomous Regions, and where the largest number of pollution hot spots are found<sup>xx</sup>. The estuaries and coasts of the Basque Country have historically suffered from pollution from its extensive industrial sector. ***The high level of contamination on the Basque coast has been highlighted by the United Nations in its reports on the world's water resources, which underline the presence of*** polluting urban and industrial effluents, as well as the changes brought on by distribution and the loss of intertidal land surface. Although the situation has improved during recent years, the levels of contamination have still been worrying for many years, especially in the most heavily polluted bodies of water, such as the Nervión, Oiartzun and Deba and their coastal areas of influence.

[5] According to data published in El País on 10 January, 2008.

## Urbanism

### Planning violations in the courts

#### BIZKAIA. URDAIBAI

The Basque Government drove rezoning to enable almost 50 villas to be built between the tideland and the Cantabrian grove of holm oaks in Urdaibai. The Basque Country High Court of Justice declared this classification null, which has been appealed by the Autonomous Region.

#### Bakio: a golf course against the clock

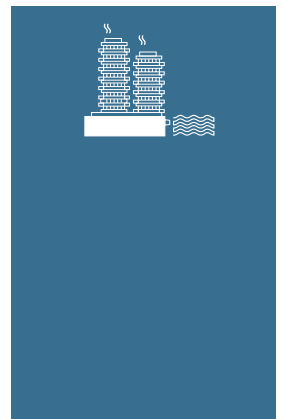
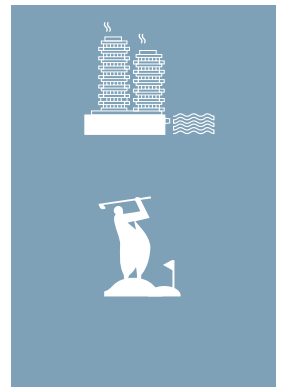
The Ohija zoning plan gives the green light to the construction of 238 homes and a nine-hole golf course on a 6.2 hectare site in Bakio. The Zoning Plan has faced serious opposition from residents and ecologists, as it is situated next to very important coastal land of high environmental value which border the Gaztelugatxe biotope.

Everything seems to point to Bakio Local authority rushing through the Zoning Plan before the Land Law regulations come into force, which will reserve 75% of the land for subsidised housing in municipalities with more than 2,000 inhabitants. The same political party that approved this Law, the Basque Nationalist Party (PNV) is now hurrying to move projects like this forward ahead of the law, suggesting that the worst “Mediterranean” practices are finding their way to the Basque Coastline.

#### Urdaibai: threatening the biosphere reserve

The plenary session of the organisation (Patronato) that manages the Urdaibai Biosphere Reserve has given free rein to the extension of the Finsa Inama timber facilities (known for its highly contaminating practices and investigated since 2004 for environmental crimes). In spite of being approved by the Patronato, there is a great deal of opposition, such as that from the Department for the Environment and Planning of the Basque Government and UNESCO itself.

The rezoning of land to build almost 50 villas developed by the Basque Government is also affecting Urdaibai. The Basque Country High Court of Justice overturned the rezoning on the grounds that the Ministry for the Environment had acted “arbitrarily” and “inconsistently” and “incoherently” with the law protecting this Biosphere Reserve. The Regional Government appealed to the Supreme Court, which has not yet given its decision.



## Infrastructures



### Pasaia exterior port: a wave fighting the concrete



Mount Jaizkibel, unique in the world for its characteristic “wave of the sea” shape, is facing partial destruction by a project for a port outside on the cliffs, even though these are protected. Although the government is trying to find justification for the Project, it is difficult to see any based on its proximity to the Port of Bilbao, which is currently working at one third of capacity. The port developers have not been able to provide evidence of its economic viability. Work on the port will start in 2013 with a two-kilometre tunnel through the Jaizkibel mountain.

The alternative to the exterior port is obvious: There is already a port in Pasaia bay which needs modernisation. The current port services need to be reorganised through more efficient management.

## Pollution

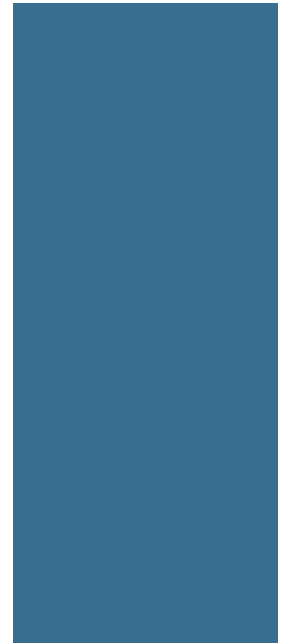
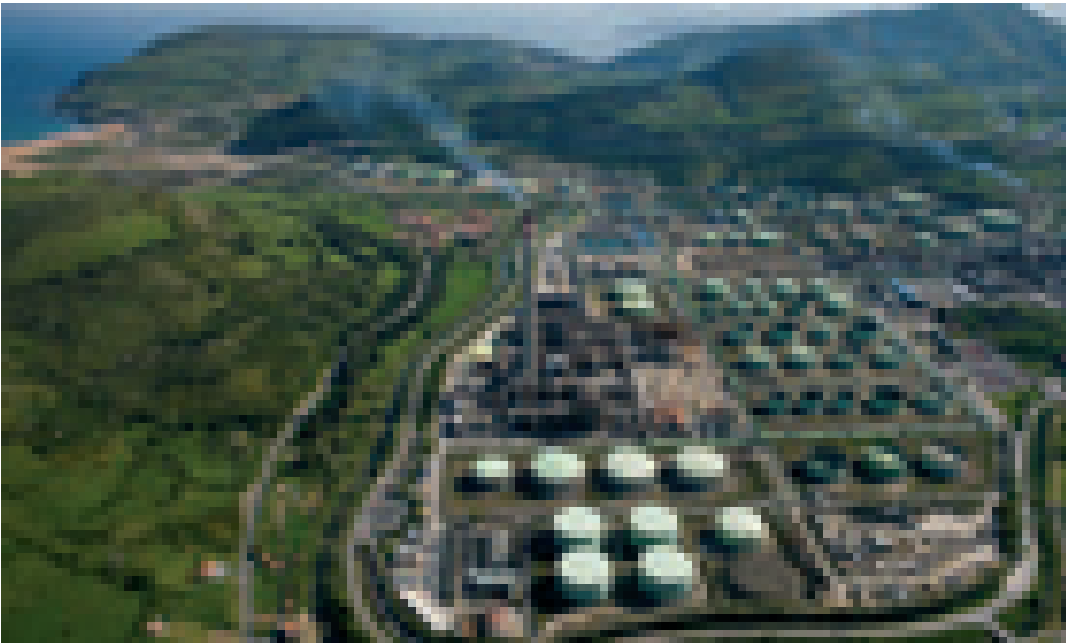


### The Nervión area: the contaminated coast

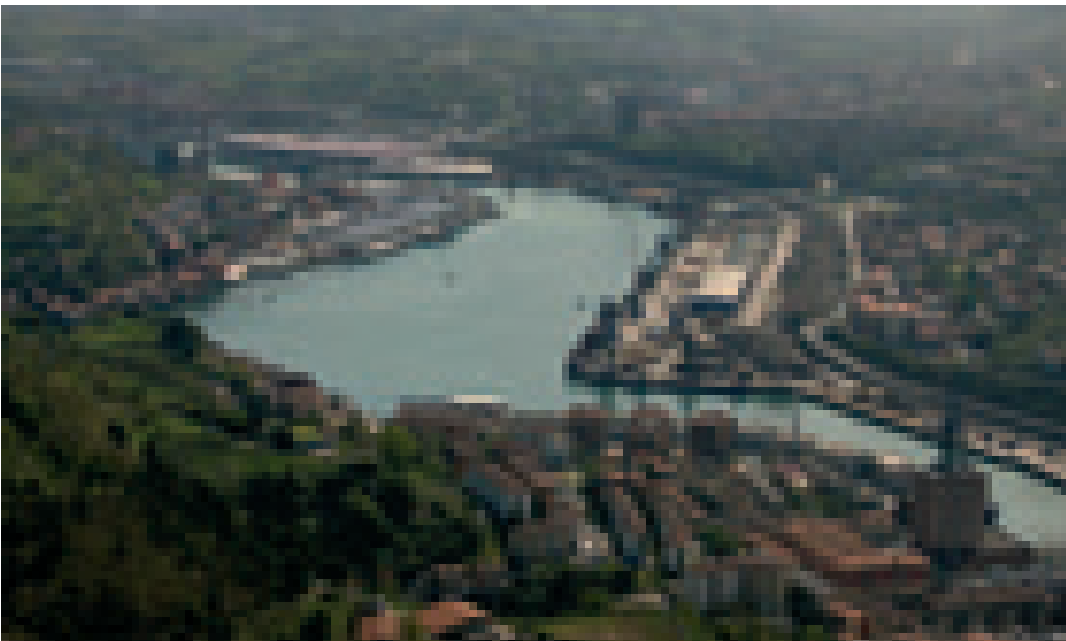
The area around the Nervión river is the point on the Basque Coast where industrial effluents have had the greatest impact. There are many industries in the upper part of the Nervión basin that lack treatment plants (Amurrio, Laudio and Orduña are among the most significant). The flow of the Nervión and its tributaries are used to carry large amounts of contaminating substances downstream to the sea. All this is in addition to a serious urban and industrial agglomeration in the area surrounding Bilbao which aggravate the problem.

The work carried out by the OSPAR Convention point to the coast opposite Bilbao as an area where the fish and molluscs in the area contain ever-increasing amounts of mercury<sup>xxd</sup>. The Petronor refinery in Muskiz, that has been operating without a licence since it was built and has no permit to discharge effluents, is a source of chronic hydrocarbon pollution in the zone. In spite of these violations, a project to build a highly contaminating carbon petroleum transformation plant is going ahead.



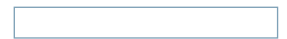
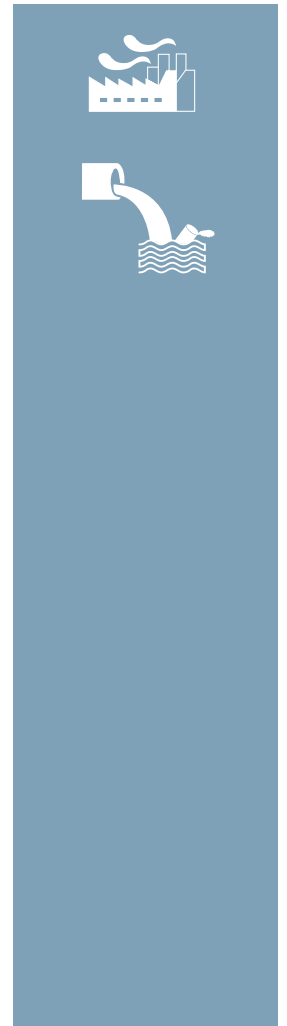


### Pasaia-Oiartzun: the dead bay



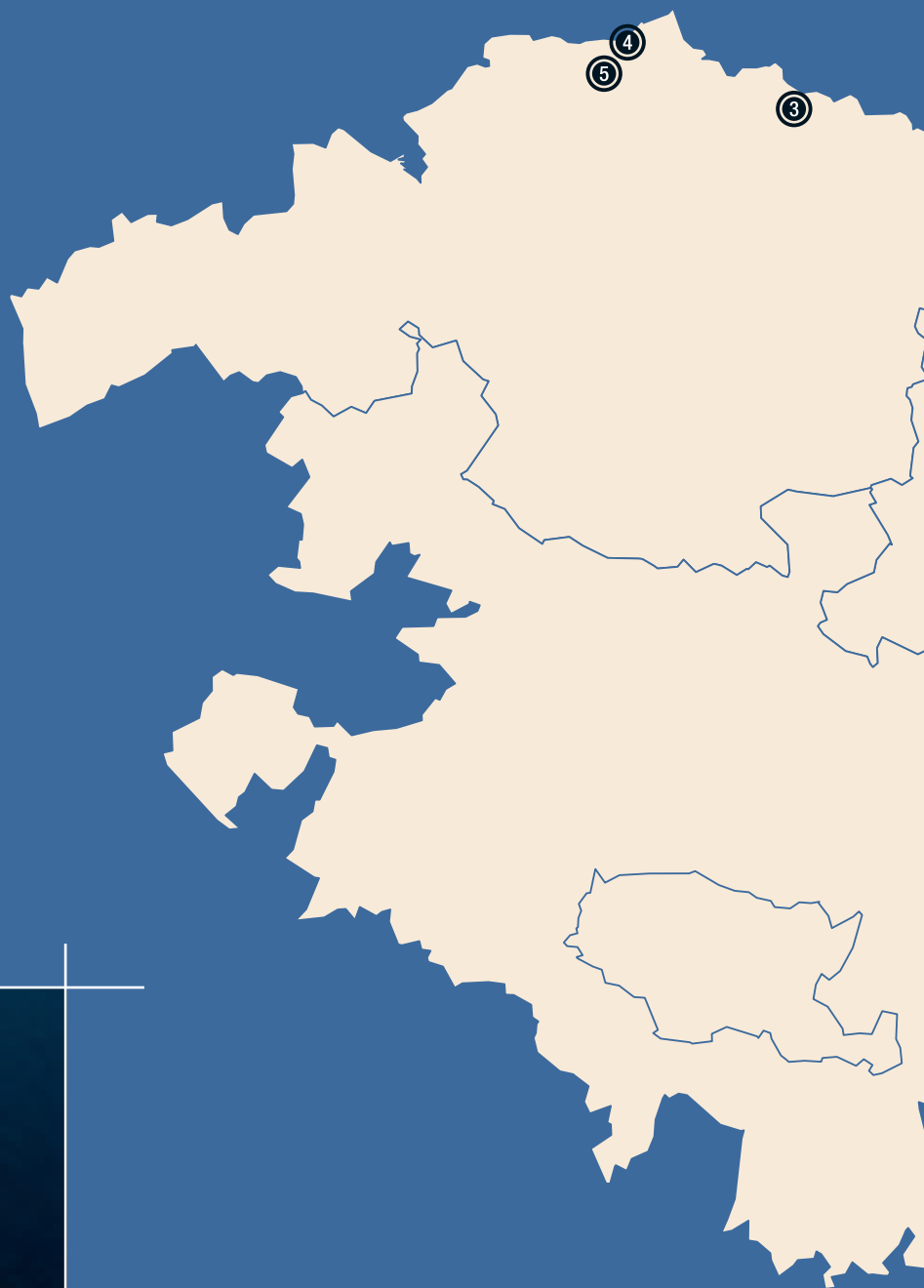
The bay of Pasaia is suffering from serious contamination problems due to its proximity to urban and industrial areas. The estuary of the river Oiartzun is an urban-industrial zone under a great deal of pressure. It is also one of the drainage basins of some old, significant lead and zinc mines. Agroalimentary industries specialising in preparing and conserving fish, aquaculture and poultry farms, as well as machine manufacturing industries.

The presence of numerous polluting substances is the consequence of uncontrolled, continuous discharges sewage from the area's industry. Unfortunately, the building work on a sewage network to carry all the black water from the bay to the treatment plant in San Sebastián will not be complete until 2010.

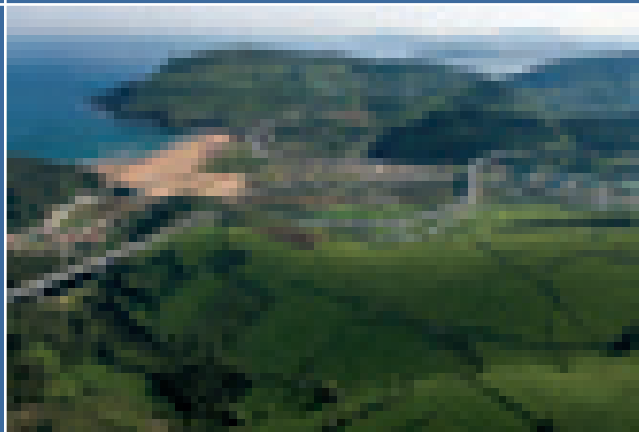
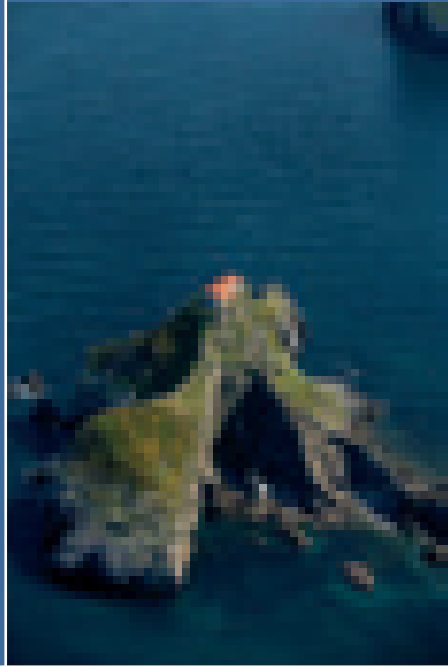
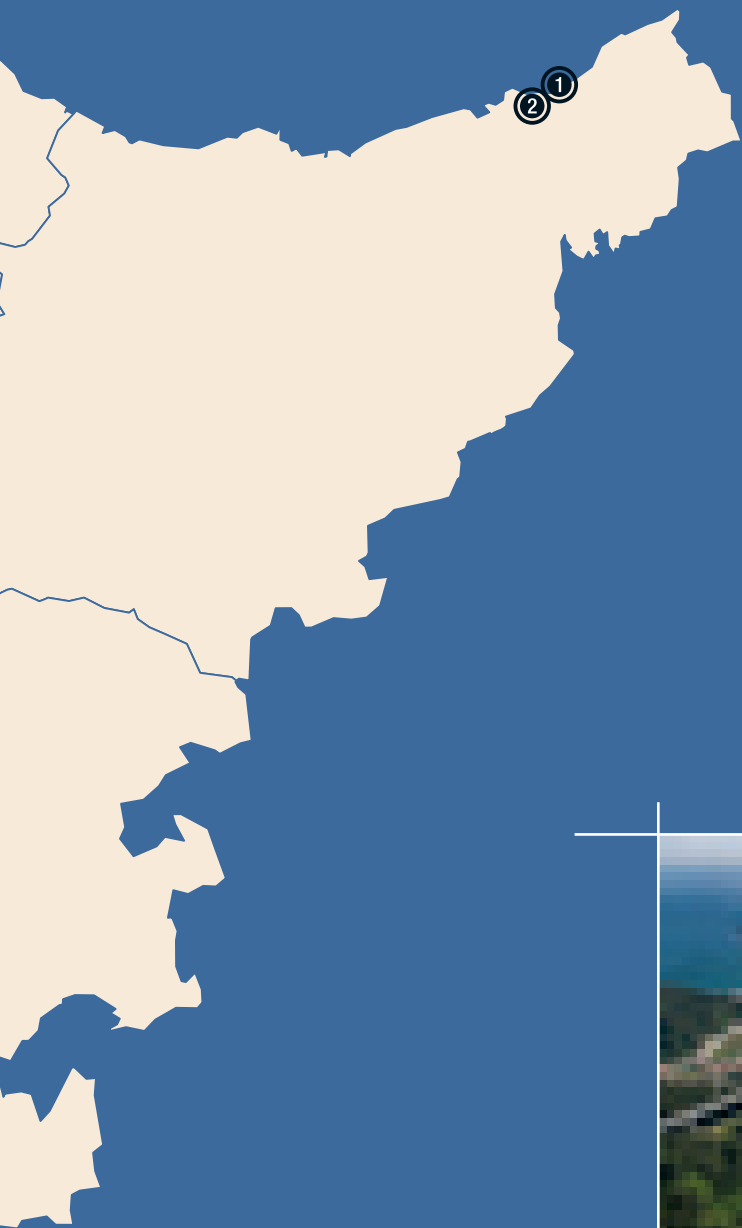


# Black spots

1. **Pasaia.** Exterior port. Impact on mount Jaizkibel.
2. **Oiartzun-Pasaia Bay Estuary.** Industrial and urban discharges.
3. **Urdaibai.** Development of the Biosphere Reserve.
4. **Bakio.** Housing development with golf course.
5. **Nervi3n basin.** Industrial and urban discharges.



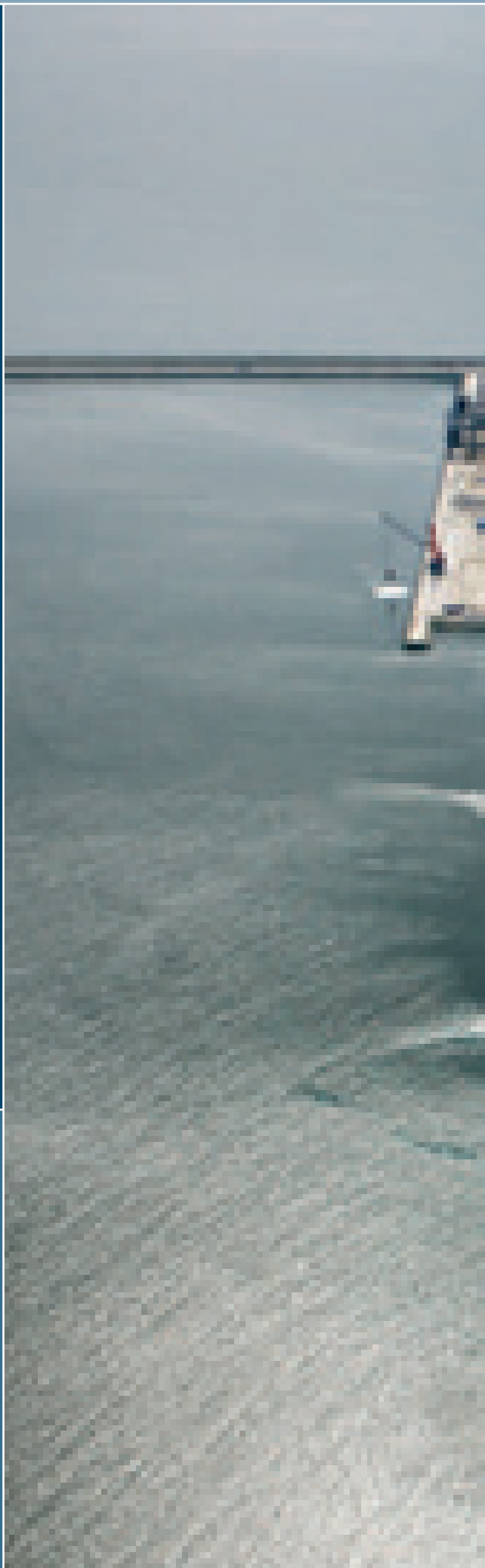
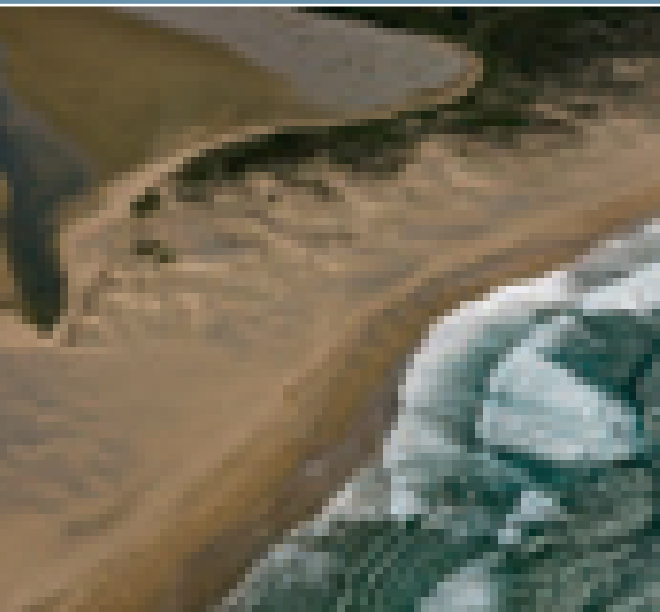




Most of the artificial land generated in Galicia during the last decade comprises urban zones (63.8%), followed by transport networks and infrastructures (railways, motorways, port and airport zones). There has been a particularly negative impact on areas of a high ecological value. For example the estuaries have been sacrificed to make way for new urban and port zones, especially in the Baixas estuaries.

# Galicia

The Galician coast is day by day invaded by villages and ports



The open side of the port of Ferrol has modified totally the Prioriño cape



Recent years have been unkind to the coast of Galicia. The black tide of the Prestige has been followed by a grey wave of concrete and cement, which has invaded the coast of Galicia with Mediterranean-style housing developments. Nowadays it has the largest number of construction products for its coast in the whole of Spain. Local authorities are now rezoning the land to allow 680,000 homes to be built within just 13 years, more than those foreseen for the Costa del Sol.

The economics of the region's coast continues to be based on fishing, seafood and sea related industries (boat builders, canners, fish hatcheries, refrigeration plants, fish factories). The tourism industry is generally much more concerned with the cuisine and conserving the landscape. Attempts are now being made to convert this into property speculation.

Unlike its neighbours Asturias and Cantabria, Galicia still has no specific regulations to protect and regulate construction on the coast, although this is expected for 2009.

Galicia has one of the highest percentages of moorings per vessel (1.66 moorings per boat). This is ten times higher than Italy which has ten times more coastline than Galicia. In spite of this, the new sporting marina plan presented by Portos de Galicia suggests increasing the current 11,600 moorings to 31,000. It is incomprehensible that the Regional Government has failed to take into account the negative impact building the new moorings will have on the environment. What is especially worrying are that publicly-owned spaces are to completely lose their natural riches, a fact that will have a direct impact on tourists who come for the beaches, and on sectors such as the fishing and seafood industries, with 20,000 direct jobs, responsible for 10% of the Gross Interior Product of Galicia.

The new agricultural plan is also very aggressive to the Galician coast. The Regional Government of Galicia is proposing building twenty new farms, many of which invade or affect protected natural spaces in the European *Natura 2000* network.

Lastly, a serious debate on the pollution problems in the Galician estuaries is required, as these are probably the most serious in the entire Iberian Peninsula. The industrial development around the estuaries and the discharge of effluent due to the little or scant treatment of sewage have left an indelible mark on the coast of Galicia. All this contamination is affecting the banks of shellfish to the extent that 96% of the shellfish taken from the Estuaries of Galicia are outside the limits for human consumption.

The estuaries need to be completely regenerated and to be treated with great care if the current situation is to be reversed. Companies must stop being treated with the impunity they have enjoyed during recent decades and the government must control compliance with environmental legislation in Galicia more rigorously.

## Urbanism

### Planning violations in the courts

#### A CORUÑA. ARTEIXO

The Anticorruption Public Prosecutor is investigating several companies owned by former mayor of Arteixo Manuel Pose Miñones, for alleged business dealings prohibited to civil servants. The activities of former first deputy mayor Isabel Vila are also under investigation in connection with several licences for works, the projects of which were drafted by the company for which she held power of attorney.

#### A CORUÑA. FISTERRA

Last February the Court annulled a licence granted to build an 88-home development next to the Langosteira beach, on the grounds of planning violations.

#### A CORUÑA. MUGARDOS

**Operación Virgin** against planning corruption in Mugardos is investigating a scheme which was part of a chain of favours and undue use of public power to benefit the six people accused. The mayor of Mugardos is accused of alleged breach of trust.

#### A CORUÑA. OLEIROS

Oleiros mayor Ángel García Seoane has already been found guilty of breach of trust and another of negotiations forbidden to civil servants and is now charged with buying property whose value had increased because he had rezoned it.

#### PONTEVEDRA. GONDOMAR

Former mayor of Gondomar Carlos Silva and five councillors are accused of breach of trust in connection with planning and zoning for the alleged **illegal granting of 300 development licences**.

#### PONTEVEDRA. NIGRÁN

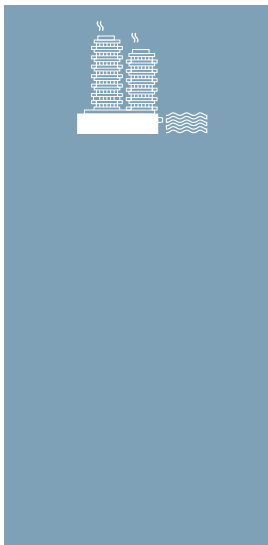
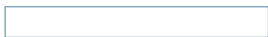
Former mayor of Nigrán Alfredo Rodríguez is under further investigations in connection with planning violations that may constitute a crime against cultural heritage, fraud and breach of trust.

#### PONTEVEDRA. O GROVE

The investigation of planning violations committed in O Grove has been extended to the construction of 52 villas when the developer had only a licence for an apartment hotel, to a further nine building developments.

#### LUGO. BARREIROS

The Ministry for Planning Policies has made a complaint to the courts regarding four development licences granted by Barreiros local authority to other planned developments.

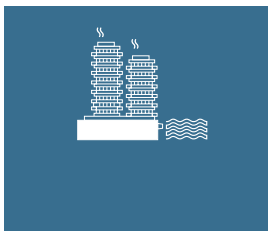


## Gondomar: urban pirates in the 21<sup>st</sup> Century

The proximity of Vigo and low land prices led to an avalanche of homes being built from 2002 onwards. Some calculations show that only 15% of the homes built are occupied. In spite of the fact that the plan was suspended after a decision from the Xustiza Superior Court, the local authority granted a total of 300 building licences.

In February 2007, Alejandro Gómez G (planning supervisor), José Luis Mosquera (Head of the municipal culture department at Gondomar town hall), Belén Fernández and architect Borja Ramilo, were arrested and charged with alleged bribery and undue use of public power and charging commission for granting planning permissions. Along with them, former mayor of Gondomar, Carlos Silva, and councillors Ángel Gregores, Jaime Rial, Abelardo Meneses and José Misa have been charged with illegally granting planning permission (all members of the members of the local council of Pontevedra during February 2005 and January 2006).

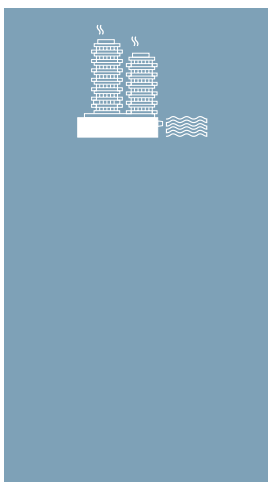
These new 20th century pirates are trying to compete with the pirate Drake, who devastated this stretch of the Pontevedra coast in the 17th century.



## Miño: 700 houses with views over the marsh

A court decision has paralysed work to build 700 homes on mount Piñeiro opposite the Baxoi marsh in Miño. The Council and the awardee company are appealing against the decision.

This is an extremely fragile zone as it is very close to Baxoi, which is a Site of Community Importance in the *Natura 2000* network.

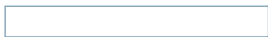


## Moaña: concrete to the mountain

The General Zoning Plan of Moaña goes beyond the real demand for homes and proposes doubling the current number of houses. The document involves a total residential area of 2.7 m<sup>2</sup> where 13,772 homes will be built.

The initial General Zoning Plan contemplated classifying all the land in Montes do Morrazo in Cruz da Maceira as industrial. It was eventually excluded because of its environmental value, although the industrial sector in the area is still persisting with the idea of taking land from the mountain. This pressure has led the local authority to keep the industrial estate in the General Zoning Plan, in spite of an earlier report opposing it from the Regional Government.

Another area under threat is Albariños, in Tirán, where a 400-villa development is planned after rezoning 328,000 square metres of coastline. The developer Inmordos and 350 owners of the land in Albariños have mounted an offensive to change the classification of the land from rustic to building land.

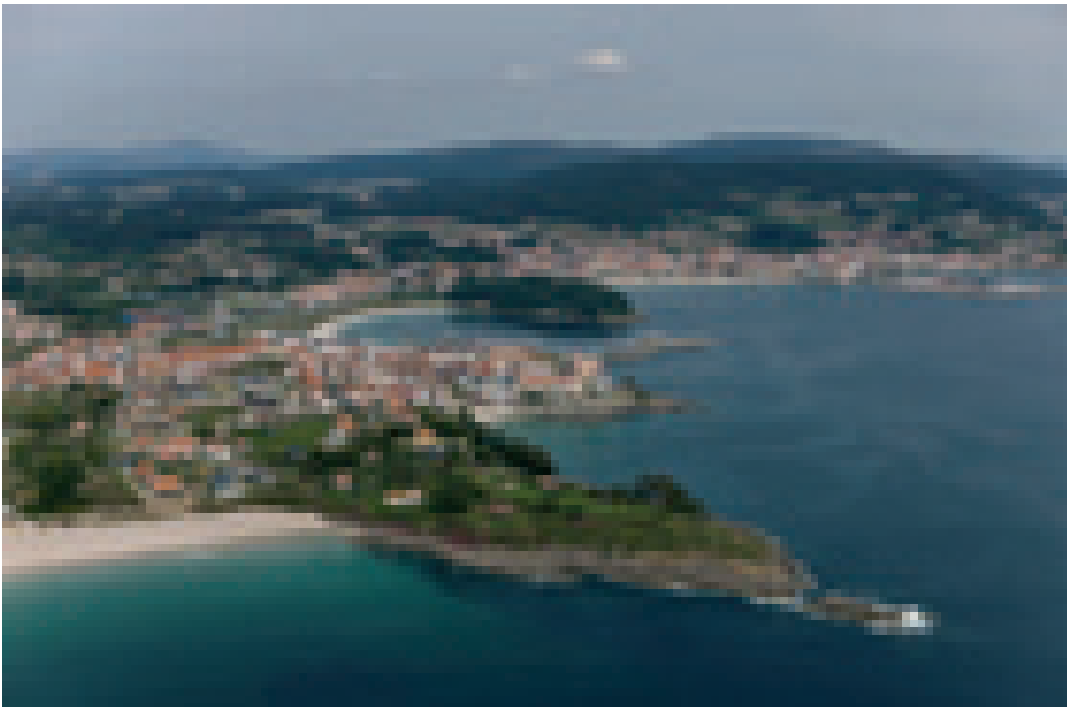


## Oleiros: reoffending mayor

Mayor of Oleiros, Ángel García Seoane, has the dubious honour of being the only mayor in Galicia to be re-elected in the local elections after having been found guilty of breach of trust and serving a sentence of six years and one day of disqualification from public offices. He is now accused of having committed the same crime and engaging in other business activities prohibited to civil servants. García Seoane bought several plots of industrial land in Oleiros after the reclassification and redistribution promoted by the Local Authority of which he was the mayor.

In 2004, it was discovered that Ángel García Seoane had a property company registered with the tax authorities at the time he was mayor. These public and private activities are both in violation of the law governing conflicts of interest.

## Sanxenxo: destroying the natural environment



Sanxenxo approved several planning developments before the urgent measures were approved by the Regional Government to prevent building on a protected 500-metre wide strip of land along the coast. In A Granxa a developer has been allowed to destroy the natural environment of Os Cotos, just a few metres from the sea, to build 969 homes in two complexes, covering an area of 183,000 square metres. In addition to this development, Sanxenxo is processing a further 500 homes less than 500 metres from the coast of playa Mayor with the Ministry for the Environment. A total of 2,400 homes are being built in Sanxenxo, 1,100 of which are within 500 metres of the sea.





## Sada: illegal urbanism attractive for construction

Sada Local Authority has had its proposals for its General Local Zoning Plan turned down no less than three times. The most recent plan submitted was rejected on the basis that it was seriously defective, lacking the environmental impact declaration, and inconsistent in its zoning of land for building and classification of non-existent land.

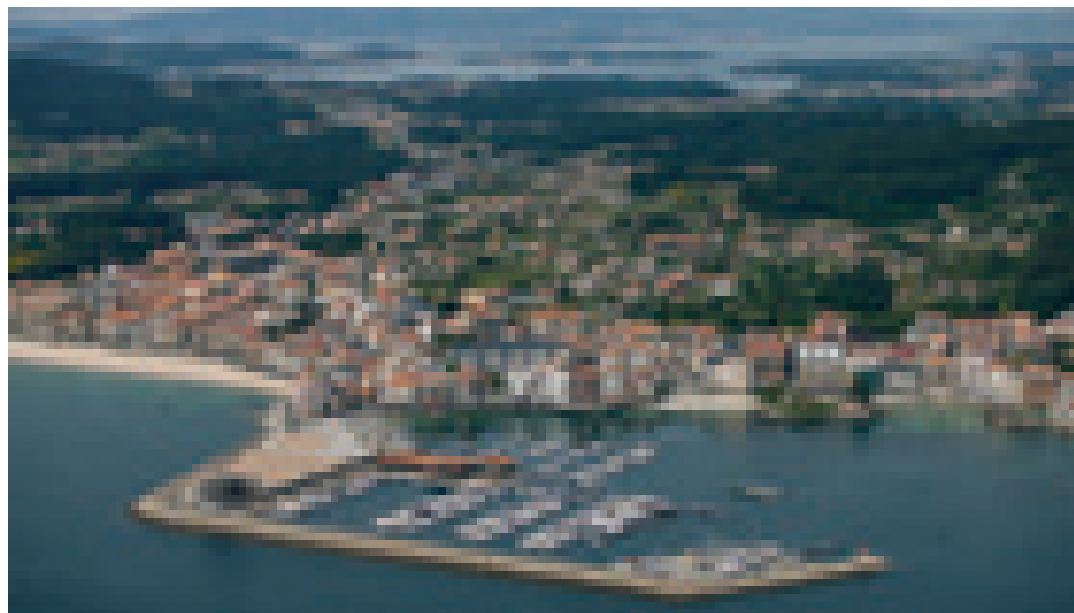
Sada was also the scene of the one of the largest real estate transactions to be paralysed by the Courts, the Puerto Infant residential complex, rescinded by the High Court of Justice of Galicia for exceeding the levels of building permitted on the coast. The project included building 469 homes, a hotel and a marina.

The judgement also affected one of the former mayor's most ambitious projects: To build almost 300 homes in the Lagunas de As Brañas area. Rodríguez Ares has put the wheels in motion, by mayoral decrees, to rezone the land and enable the building to take place. A court in A Coruña nullified these planning instruments.

## Infrastructures



## Galician marina plan: 30,000 reasons for opposition



The Galician marina plan involves large numbers of additional moorings, from 11,658 to 31,000. The Plan includes a possible 123 activities in 71 different ports. Thirty-six per cent of these are extensions to existing facilities, 31% involve changing current wharfs, while the 24% will be dry docks for storing vessels on land, the remaining 9% will consist of rationalising and redistributing the mooring facilities. The only good news is that new stretches of the coast will not be destroyed to make way for even more ports added to the 126 already existing.



## Aquaculture Plan: destroying the coastal heritage of Galicia

Galicia's Aquaculture Plan involves using 318 hectares of coastal land to produce 23,500 tonnes of fish every year. Not only coastal land is affected, as 73% of the aquaculture plan impact the *Natura 2000* European network or may cause enormous damage to priority areas protected by the European Habitats Directive.

The Galician aquaculture plan does not develop its environmental protection processes sufficiently, nor does it allot monies for these purposes, even though it significantly affects fragile, protected natural spaces.

Greenpeace has demanded the parks designed within the *Natura 2000* network be stopped, and that more environmental measures be included in the plan, supported by adequate funds.



## Baiona: port project to privatise the estuary

The Master Plan for Nautical Sporting Facilities in Galicia sets out proposals for extending the port of Baiona, making it the port with the largest number of moorings in Galicia, with 1,622. The Local Authority, residents and Fishermen's guilds have asked for the project to be stopped on several occasions.

Barbeira and Doca beaches will disappear if the project goes ahead. The area is an important natural breeding ground, where the fishing and seafood industries are traditionally important, with a bank for breeding clams and other shellfish.



## Bueu: more moorings and fewer beaches for the Pontevedra estuary

The sporting port Project for Pescadoira will mean, if it goes ahead, the disappearance of the Petís beach and very serious damage to Agrelo and Loureiro beaches. The surface involved will have serious consequences for the fishermen on the Bueu coast and will cause irreversible damage to shellfish production. One of the main consequences will be the burying and destruction of banks of clams, crabs, king crabs, scallops, etc.

The Project will create an enormous visible screen on the Pontevedra estuary, becoming the south of the estuary's most important port with 433 moorings.





## Massó (Cangas do Morrazo): “undissolveable” destruction of the coast



Developer Mariña Atlántica is going ahead with the construction of the sporting port in Massó for 450 craft and the “undissolvable” (in the words of the developer) building of a housing development in Salgueirón alongside the nautical facilities.

The tendering process to build the port was illegal, as there was already another concession on the land to build a canning factory that was not recovered and a permit to gather shellfish in the sea. What’s more, the Project is located on land classified as rustic and a protected natural space, meaning any building there will be illegal.

The Cangas Social Forum has been complaining for years about this Project to the Public Prosecutor’s Office for the Environmental for breach of trust during the preparation of the Environmental Impact study. The fishermen’s guild in Cangas has also started two legal cases against the port. None of the legal claims have been filed, rejected or stayed. For the moment, the advance of the General Zoning Plan for Cangas, the Massó land is treated as land classified for building.



## O Pindo beach (Carnota): strolling along the dune

The General Coastal Department, dependent on the Ministry for the Environment, Countryside and Sea is developing the construction of a seafront promenade on the do Pindo beach (Carnota) that has damaged the dunes and the coastal bullrushes.

The work has been done without any type of precautions or consideration for the area’s environmental value, and involved adding large quantities of earth and huge blocks of concrete using machinery to build the promenade.

## Cedeira: big port for a little estuary

There are plans to extend the existing marina in Cedeira, providing it with 411 moorings, occupying a third of one of the smallest estuaries in Galicia. Although this initiative lacks the support of the Local Council or the fishermen's guild, it is going ahead.

The port will have a significant impact on the estuary from an aesthetic and environmental standpoint, changing the marine currents. It is incompatible with the creation of a marine reserve in the estuary promoted by the fishermen to preserve the shellfish living there (wedge shells, clams and cockles) and fish.



## Puerto de Vigo: asphyxiating the estuary

Vigo Port authority has submitted a project to fill in 271,707 square metres of the estuary and extend its current port. This new extension and reclaimed land, would increase the current facilities by more than two million square metres.

This initiative is disproportionate given there are as many as 960 concessions in the Vigo estuary to companies who have no reason to be in the port. Resolving their situation to optimise the use of the current port should be the first step towards any initiative to gain more space through filling the mistreated estuary which, in spite of all this, continues to maintain high rates of biological production.



## Pollution

### Corcubión estuary: ferroatlántica gets full reign

The Corcubión Estuary is among the most heavily contaminated in Galicia as a result of the sinking of the *Prestige*. This first became evident on its beaches which have abnormal levels of polycyclic aromatic hydrocarbons which cannot be explained by the presence of the fuel from the sunken wreck. It is highly likely that the source of contamination is the rubble from the Ferroatlántica factory in Cee, used in several places as filling material. Unfortunately, the Ferroatlántica plant was given Integrated Environmental Authorisation to continue contaminating the Corcubión estuary in March.

This is currently classed as a type C estuary (where the molluscs are considered to be highly contaminated and which can only be consumed after spending a long time standing in clean water).





### **O Burgo estuary: shellfish and effluent, a bad combination**

The Burgo Estuary is suitable for use by the shellfish industry (clams and cockles). Although in 25 years the number of shellfish workers has fallen drastically, there are still 140 families making a living from the seafood in O Burgo.

However, the poor condition of the water, polluted by industries and cities, is presenting a grave danger to this practice. The estuary has been classed as a C zone since April 2007, and gathering shellfish is banned because of the impact of the 101 discharge points there. This is urban sewage from the A Coruña, Oleiros, Cambre and Culleredo and industrial effluent from the Fricosa slaughterhouse and the Aceites Bunge factory.



### **Pontevedra estuary: highly contaminated**



Many scientific studies highlight the serious pollution in the Pontevedra estuary, which consists mainly of mercury, but also other metals including copper, zinc and lead<sup>xxii, xxiii, xxiv</sup>. According to a report of the OSPAR Convention<sup>xxv</sup>, the mussel nurseries in the Pontevedra estuary are one of the five places in the North-East Atlantic with the highest levels of mercury.

The main source of contamination in the Pontevedra estuary is the ENCE-ELNOSA industrial complex in Lourizán, which produces 34,000 tonnes of chlorine every year. The company started operating in the estuary in 1966, but it was not until 2000 when its discharges were legalized. In November 2002, six former directors of this company were found guilty of ecological crimes because of these discharges. In spite of its “black” history, in May 2008, the Regional government granted ELNOSA an Integrated Environmental Permit until 2011.

## Reganosa: unbridled entry into the Ferrol estuary



Reganosa is a company owned by Endesa, Unión Fenosa, the Tojeiro group, Caixa Galicia, Sonatrach and the Xunta (Regional Government) of Galicia, which has built a regassification plant at Punta Promontorio in Mugardos, in the Ferrol estuary. The plant for storing Liquid Natural Gas (LNG) presents serious environmental risks. If LNG were spilt into the water, the most significant impact would be around the initial 500 metres, with less impact beyond 1,600 metres.

The plant is located 800 metres from Mugardos, and 1,000 metres from a military arsenal next to a petrochemical complex, which is completely nonsensical. Added to this, the ships that transport the gas to the plant cannot leave the estuary immediately in cases of emergency as required by European standards, as they have to wait for high tide<sup>[6]</sup>. Beyond the risk of an accident, Reganosa's activities constitute an attack on the estuary environment and have a very negative effect on the biological communities and shellfish banks in the area. A decision from the Supreme Court on Reganosa is still pending. This court has already found the company guilty of violations in the authorisation procedure which have been appealed by Reganosa and the Regional Government.

## Vigo estuary: serious situation for health and the environment

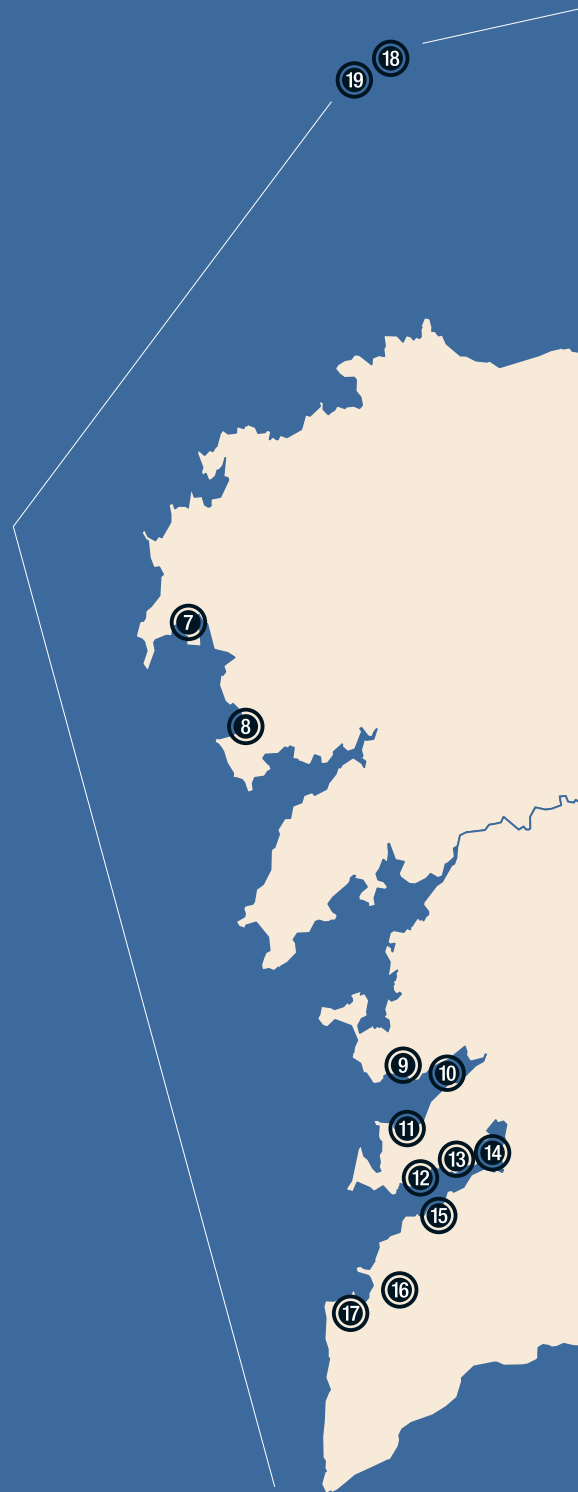
The Vigo estuary is the most heavily populated on the coast of Galicia (around 450,000 inhabitants) and more than 2,200 industrial activities take place around its waters. There are 190 discharge points. All this has caused a serious situation for health and the environment.

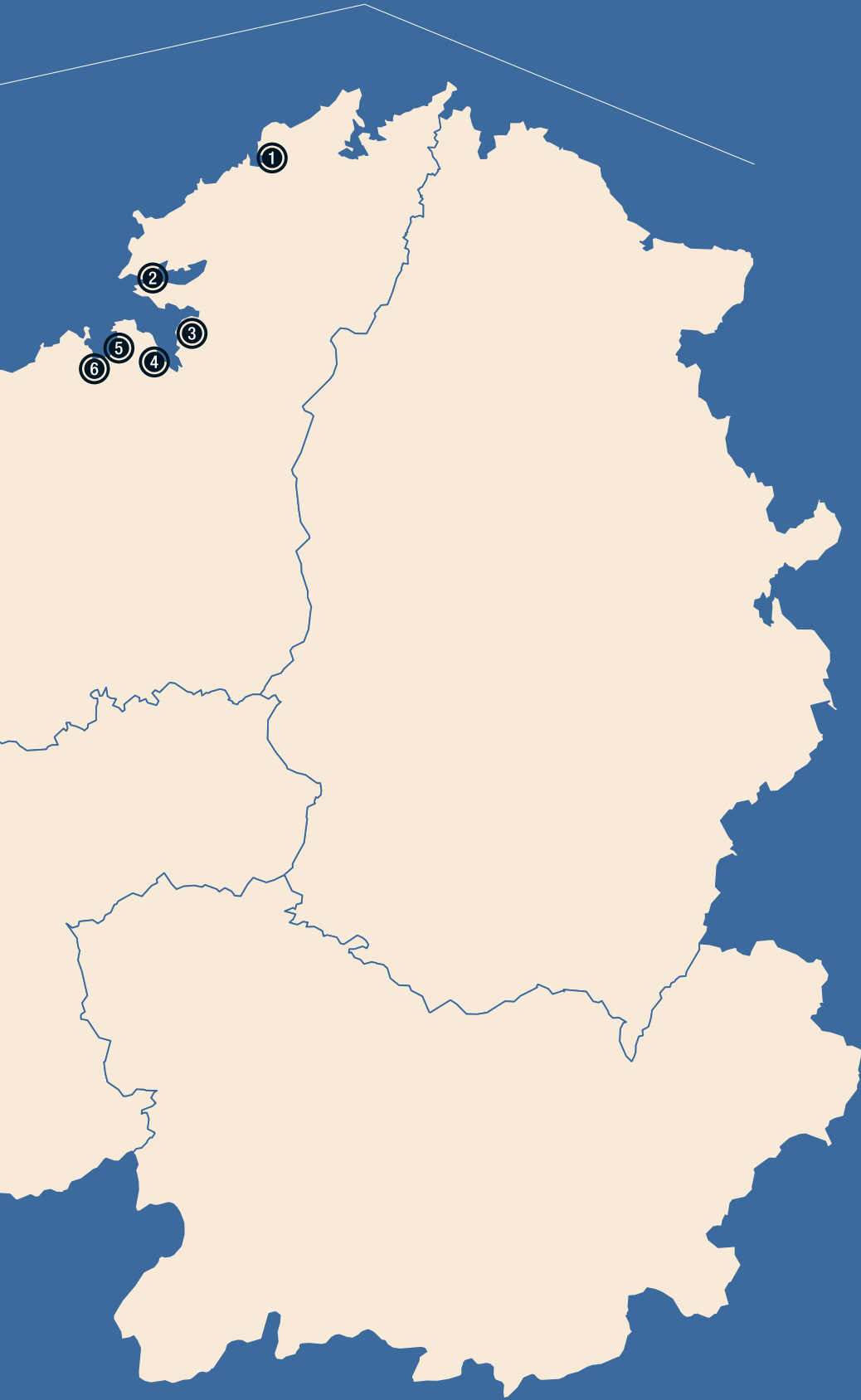
Scientific studies have shown that heavy metal pollution caused by mankind's activities, among which are high levels of lead and zinc in the river Lagares estuary; the lead contamination in San Simón creek, and the outskirts of Vigo Port due to the presence of zinc, lead and copper<sup>[xxvi]</sup>. The potentially toxic effect on sea creatures of the metals present in the sediments in several areas of the estuary have also been observed<sup>[xxvii]</sup>.

[6] High tide: The moment when the water reaches its greatest depth within the tide cycle.

# Black spots

1. **A Coruña. Cedeira. Extension** of the sporting port.
2. **A Coruña. Mugardos.** Regassification plant very close to the town.
3. **A Coruña. Miño.** Macro-urbanisation stopped by the courts.
4. **A Coruña. Sada.** Unsustainable development.
5. **A Coruña. Oleiros.** Mayor accused of breach of trust. Development plan rejected by the Regional Government of Galicia.
6. **A Coruña.** O Burgo Estuary: Serious contamination.
7. **A Coruña. Corcubión.** Serious contamination in the estuary.
8. **Carnota. Playa de O Pindo.** Seafront promenade on the dune.
9. **Pontevedra.** Pontevedra Estuary. Serious contamination.
10. **Pontevedra. Sanxenxo.** Unsustainable development.
11. **Pontevedra. Bueu.** Project for a marina in Pescadoira.
12. **Pontevedra. Cangas do Morrazo.** Marina and building development.
13. **Pontevedra. Moaña.** Unsustainable development.
14. **Pontevedra. Vigo estuary.** Serious contamination.
15. **Pontevedra. Vigo port.** Landfills in the estuary.
16. **Pontevedra. Gondomar.** Unsustainable development.
17. **Pontevedra. Baiona.** Marina project.
18. **Marina Plan for Galicia.** Excessively large increase in moorings.
19. **Galicia Agricultural Plan.** Plants in Bico dà Ran, Lira, Meirás, Sera, Quilmas, Camelle, Xandrina, Seiruga, Hoyo Longo and Corvo invade or affect spaces in the Natura 2000 network.

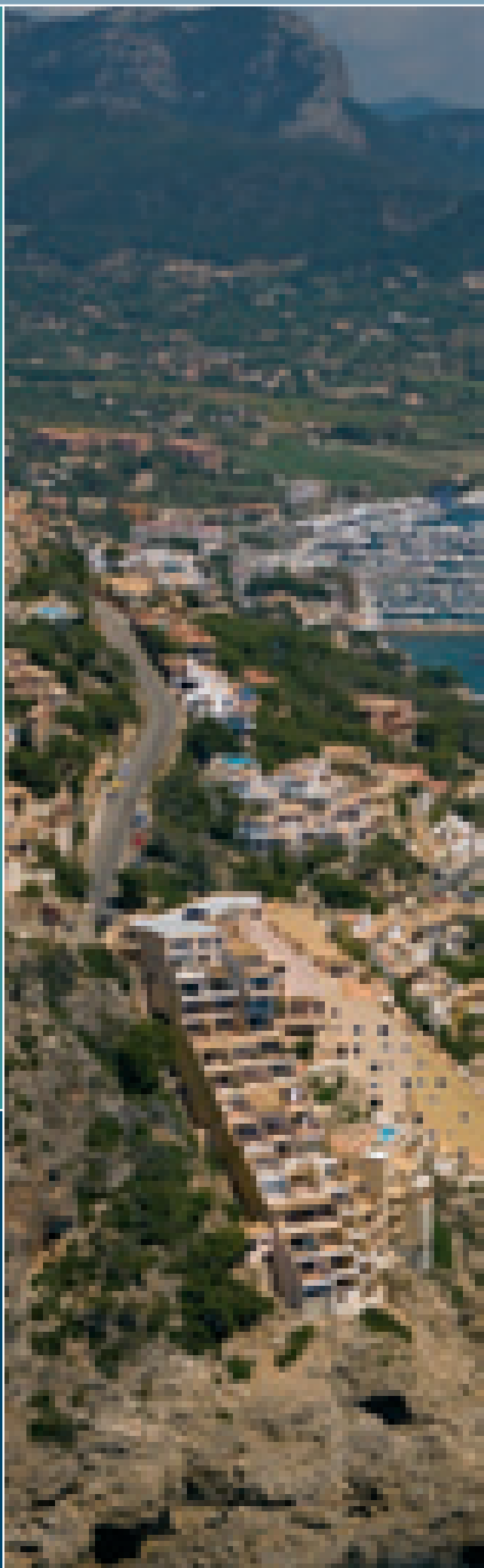
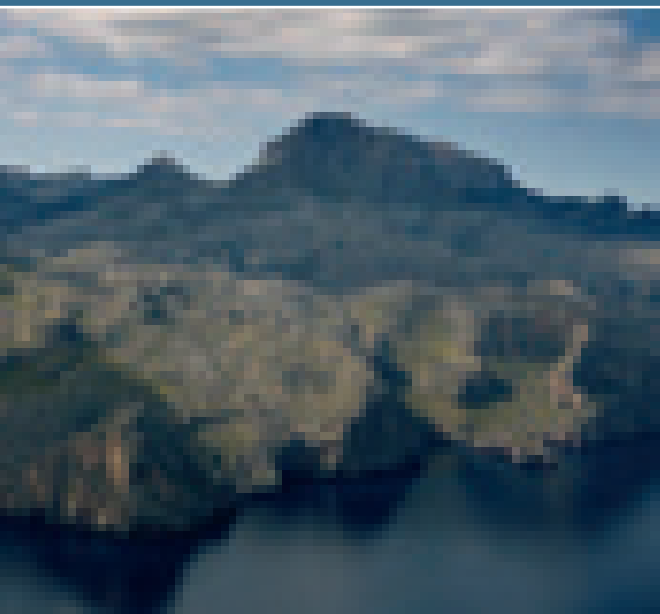




The Balearic Islands have experienced a noticeable increase in development, more so in its coastal zones than inland. A third of all construction is found within the first kilometre of coast. By the year 2000, artificial surface area had increased by 41.4% in the Balearic Islands, one of the highest increases throughout Spain, to the detriment of woods and forests.

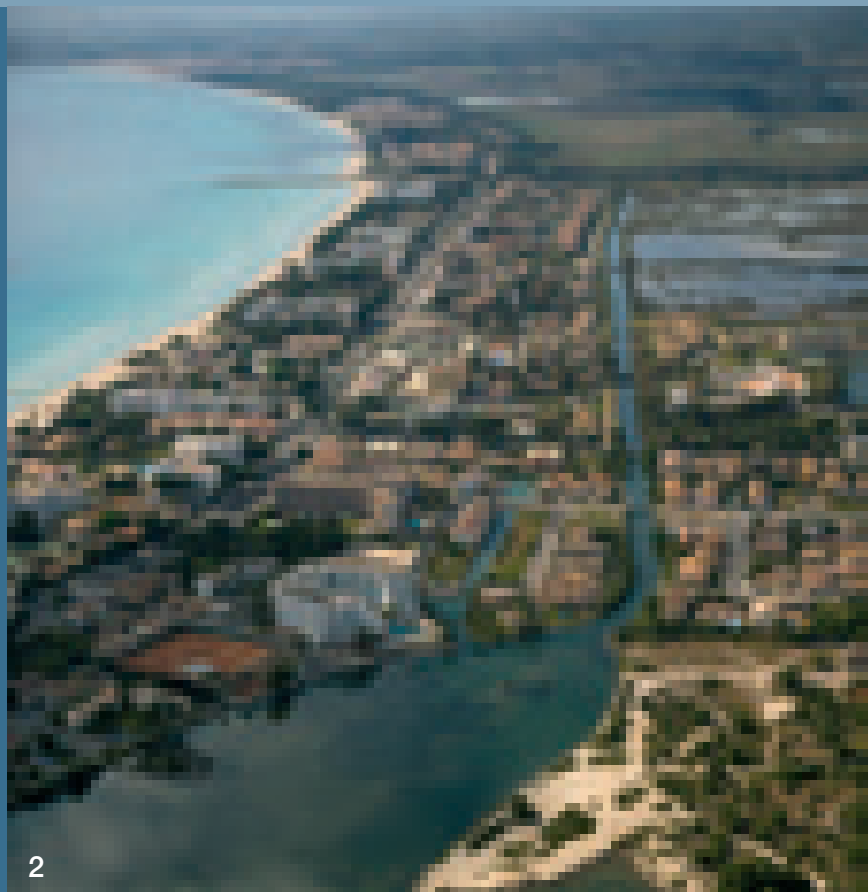
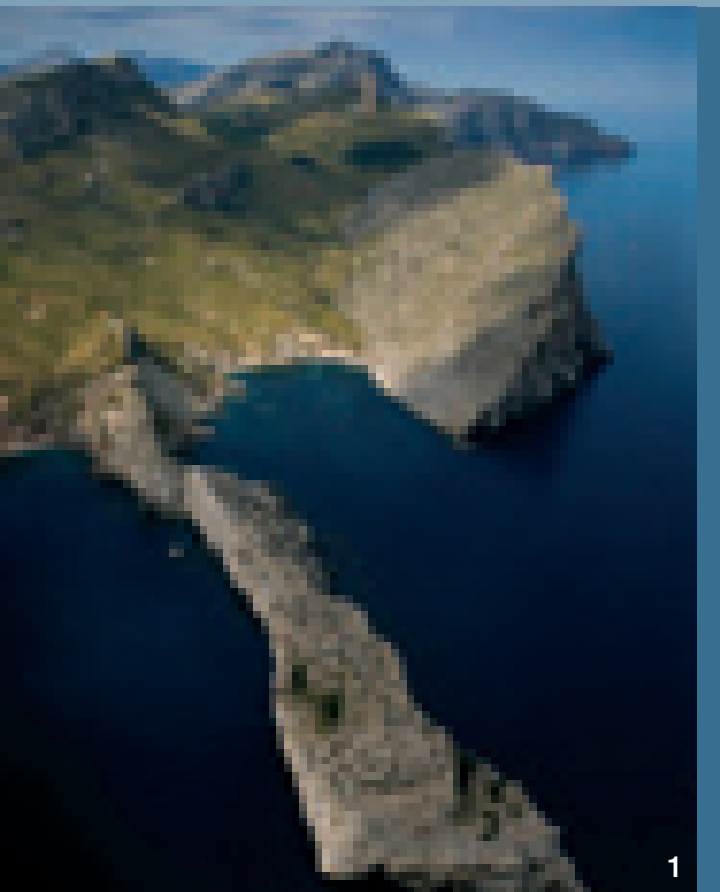
# Balearic Islands

Sierra de la Tramuntana,  
Mallorca









## 1. Sierra de la Tramuntana, Mallorca

## 2. Muro, at the entrance of the Natural Park of s'Albufera (Mallorca)

**T**he Balearic Islands face a new cycle with a change of Government following the last regional elections. It is a huge challenge. In the last four years, the Balearics have already been subject to very aggressive projects in its fragile territory. Justice must be served and enforced in the various development schemes where a sense of impunity has reigned on the islands. Regulations such as the Decree to halt specific “unacceptable” planning activities, as they have been christened by the Balearic Government, are encouraging and need to continue.

The infrastructures in the Balearics are closely linked to subsequent building development. This development was fuelled with large grants which removed barriers to growth. This is particularly relevant in the case of the islands, which are subject to tourist-planning pressures which show no signs of remitting in the medium term.

It is imperative that no further works are carried out on the coast that may cause harm to the environment. The expansion of Port Adriano in Calvià is one of the worst examples at a European level of disdain for environmental regulations.

Recovering public areas needs to be priority on the Balearic Islands coast. The 80 Coastal Boundary proceedings against illegal constructions in the Balearics must result in demolition the Coastal Laws so demand.

Lastly, a look at the level of pollution in the Balearic Islands’ waters shows that, although there is little industry, sewage and waste are affecting the state of coastal waters. Water treatment and desalination plants and commercial and recreational moorings are the main factors responsible for this terrible situation. It is vital that the Balearic Island governments remedy this situation urgently. Among the measures to be taken, it is essential to formulate an action plan against marine pollution caused by hydrocarbon waste and maritime accidents.

Away from the coast, the creation of a marine reserve is proposed to the south of the Balearic archipelago, to protect breeding grounds for four of the most important species of tuna in the Mediterranean, including the red tuna. This project is vital to ensure the survival, not only of these species and their habitats, but also the fishing industry.

## Urbanism

### Planning violations in the courts

#### IBIZA. SANT JOSEP

Provisional indications of territory planning violations and breach of trust in the Cala Molí and Cala Carbó cases.

#### MALLORCA

Investigation of alleged crimes of breach of trust, use of privileged information, bribery and misuse of public office in the management and approval of the Mallorca Territorial Plan, which allowed the rezoning of a million square metres of agricultural and cattle farms.

#### MALLORCA. ANDRATX

Operation Voramar (67 separate counts) accused of planning crimes: the former Mayor Eugenio Hidalgo, the former Director General of Planning Law for the Balearic Government, Jaume Masot; the former Municipal Orderly of Works and the former Local Planning Supervisor.

### Mallorca island territorial plan: re-zoning a la carte

The Anticorruption department of the Public Prosecutor's Office has filed a criminal complaint for an alleged political-corporate corruption scheme involving the Mallorca Island Territorial Plan (PTM) approved in 2004. They are investigating the crimes of use of privileged information, misuse of public office, breach of trust and possible bribery. The suspects include politicians and business figures and senior officials or employees who collaborated in the planning scheme.

According to the investigation, under the "Land Reconversion Plan" (ART) formula, lands were re-zoned from agricultural-livestock for a sum estimated by the Public Prosecutors Office at 297 million euros. The investigations were especially focussed on the ART Pollença, Campos, Marratxí and Lluçmajor ART.





## Son Bosc (Muro): golf at the entrance of the s'Albufera Natural Park



The Son Bosc zone is adjacent to the s'Albufera de Mallorca Natural Park and is part of the most important wetlands in the Balearic archipelago; s'Albufera. At the Muro Town Council plenary session on 11th January 2008, an agreement was reached to grant a licence to construct a golf course despite three unfavourable reports from the Municipal Planning Technician of Muro Town Council, the Mallorca Council Zoning Department and the Council of the Government Presidency.

The Secretary of RAMSAR has asked for explanations from the Spanish authorities about the golf course. The International Conservation of Nature Union (IUCN) has demanded the urgent protection of Son Bosc. The Mayor of Muro, Jaume Perelló, responded with a proposal to cut the wages of the technicians who provided reports in favour of the controversial golf course.

## Infrastructures

### Port Adriano (Calvià): 25,000 m<sup>2</sup> of posidonia destroyed

Although El Toro (Calvià) is a ravaged zone, it has been approved for a marina expansion at Port Adriano, in the El Toro marine reserve and the Malgrats marina. The expansion project involves an increase of 125% of the water surface area of the current port and affects a large area of *Posidonia oceanica* seaweed, protected by the European Union.

Divers from the Balearic Ornithology and Nature Defence Group (GOB) have documented the existence of an extensive posidonia meadow where the port is to be constructed<sup>7</sup>. The GOB has calculated that 30% of the new foundation for the port will directly affect the seaweed.



### Calvià: a marine reserve junkyard

In 2005, the Calvià Town Council initiated a project to sink the frigate *Baleares* (a retired navy battleship 133 metres long and weighing 4,177 tonnes) off the coast with the objective to create an artificial reef for divers.

Greenpeace, the Mallorca GOB and Ecologists in Action have opposed this since the beginning of the project. For various reasons: It is not necessary to create artificial habitats for marine life on the fortunate coast of the Balearic Islands; the high cost of the operation (1.5 million euros); and finally, the environmental regulation to prevent and eliminate pollution has banned the sinking of vessels in the Mediterranean Sea since 31 December 2000. Neither is it easy to comprehend that the 4,177 tonnes of scrap metal will not be recycled, as recommended by the European Commission for Carbon and Steel.

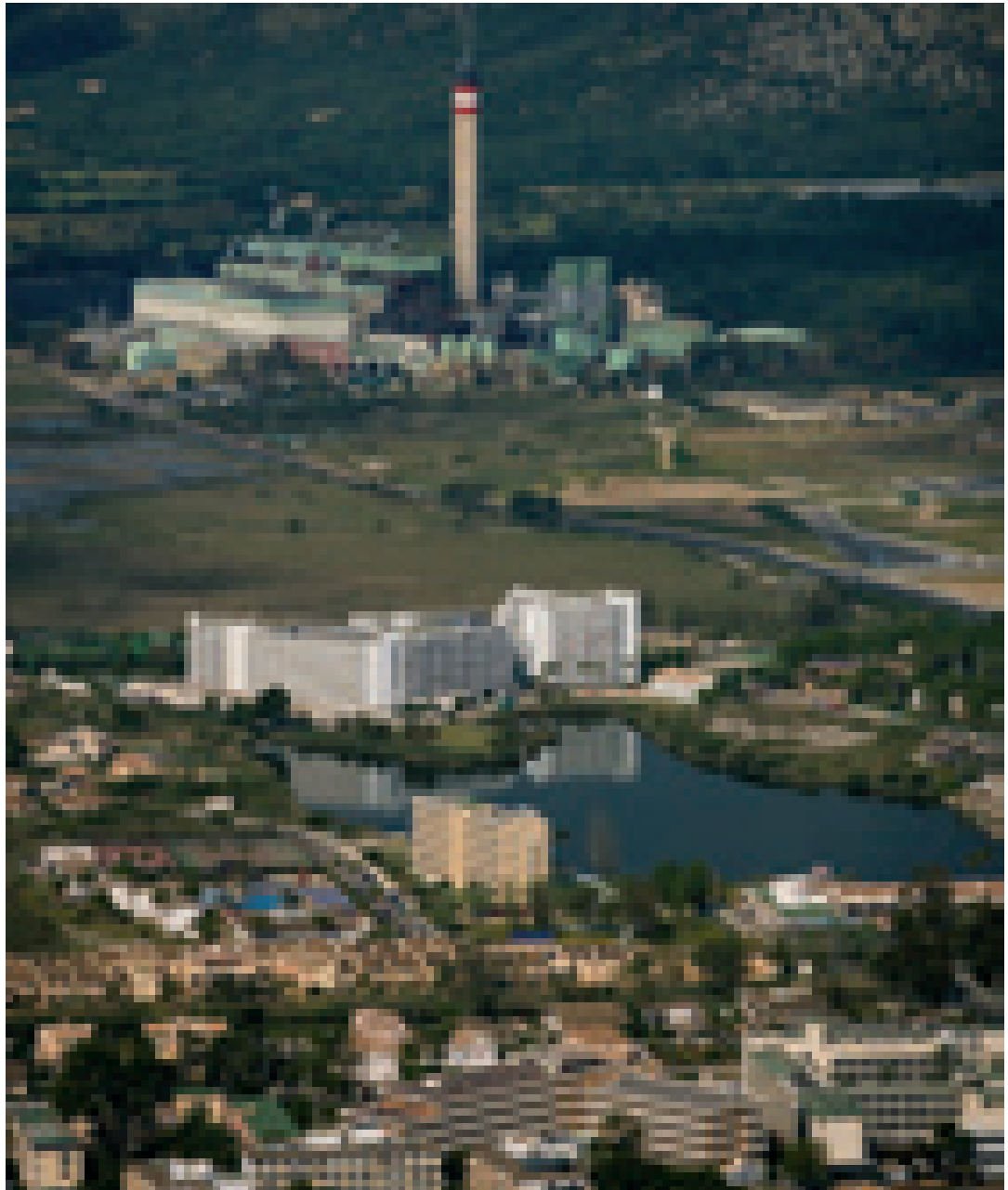
In 2007 the Environmental Ministry denied the sinking of the Balearic frigate, an act that was recorded by the Calvià Town Hall before the National Parliament. Greenpeace was present at this hearing.



[7] [www.gobmallorca.com/eltoro](http://www.gobmallorca.com/eltoro)



## Mallorca: plugging in the peninsula



An electric cable will unite Mallorca Island with the peninsula. It will be 244 kilometres long, 237 kilometres of which will be underwater. The physical entrance of the cable at Santa Ponça and the construction of a substation will impact the seabed, one of the densest meadows of *Posidonia oceanica* and one of the best conserved among the islands. The project does not consider any alternatives to the cable entrance point in Mallorca.

Greenpeace has demanded that the Balearic Government undertake an exhaustive analysis of the renewable energy potential in the archipelago to evaluate the technical and economic viability of a 100% renewable electricity supply, considering all possible options: to maintain two independent electric systems (Mallorca-Menorca and Ibiza-Formentera), a unique system in the Balearic, or electrical interconnection with the peninsula.

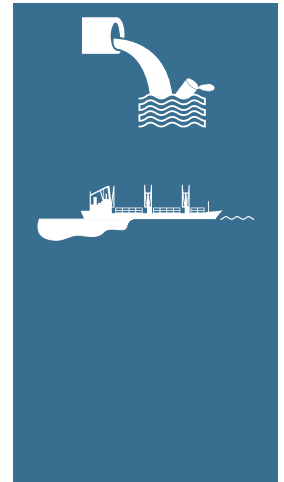
## Pollution

### Bahía de Palma: the bay of 1001 dumps

The Palma de Mallorca Bay has serious pollution problems as a consequence of residual water waste and intense commercial and recreational vessel traffic. The European Environmental Agency has declared Palma a “zone of major environmental concern” for pollution on the Mediterranean coast<sup>XXVIII</sup>.

The main sources of occasional pollution in the Palma Bay are<sup>XXIX</sup>: the city and port of Palma, the Sea Club, the Palma Royal Yacht Club, the Portitxol Yacht Club, the Levante Maritime Club, the Cala Gambes Yacht Club, the Sant Antoni Maritime Club, the El Arenal Maritime Club, Palma and El Arenal wastewater sewage, residual wastes from the Palma desalination plant, and wastes from the numerous urban developments surrounding the bay.

The two Palma de Mallorca Waste Water Treatment Stations (EDAR) do not have sufficient capacity to process the residual water wastes that are mainly in the summer period. This means that there are frequent spills of untreated sewerage and unpurified water into the sea.

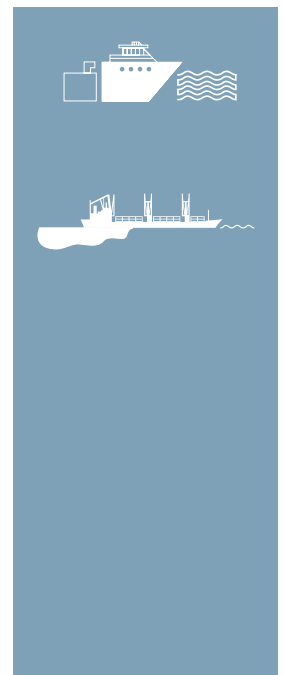


### Don Pedro ship hit and sunk

The intense maritime traffic on the Balearic Islands has provoked various incidents. The most recent occurred in Ibiza in July 2007, the sinking of the company Iscomar’s Don Pedro ship. The shipwreck was found sunk on its side on the seabed 40 metres deep and one mile from the entrance to Ibiza port.

The accident caused a 50 tonne fuel leakage. Causing pollution on nearby beaches and it reached the protected Salinas. The governments are still evaluating what should be done with the damaged ship: Recover the wreckage for recycling, a solution supported by ecology groups and the Ibiza Council; or leave it sunk with an expensive decontamination cost, a solution endorsed by the Ministry of Environment. This accident resulted in the urgent preparation of an Action Plan for cases of marine contamination, especially for the areas of exceptional natural value on the islands, from the high risk of contamination by maritime traffic.

On the other hand, if the expansion of the Ibiza port goes ahead, the construction of an 85,000 m<sup>2</sup> concrete wall on the bay is being considered, which will protect the 516 metre wharf constructed from Botafoc Islet. For this, it will be necessary to extract 510,000 m<sup>3</sup> of sand and contaminated sludge to be dumped north east of Formentera. The works will be a threat to the seabeds of the maritime domain Natural Park, Ibiza and Formentera Salinas and the Freus Marine Reserve. Furthermore, authorisation has not been processed to dump the sludge. It is intended to reuse the same authorisation that was used for the construction and operations for the dredging the dyke in 2001.

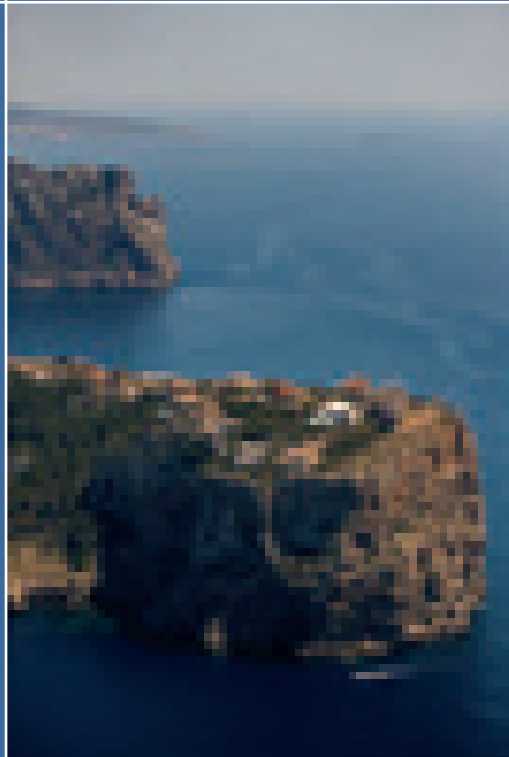


# Black spots

1. **Mallorca. Pollença, Campos, Marratxí. Lluçmajor.** Island Territorial Plan. Planning corruption.
2. **Mallorca. Muros. Son Bosc.** Golf course adjacent to natural park.
3. **Palma Bay.** Severe pollution from residual waters and hydrocarbons.
4. **Mallorca. Calvià.** Port Adriano expansion destroys underwater seagrass meadows.
5. **Mallorca. Santa Ponça.** Submarine electricity cable affects underwater meadows.
6. **Mallorca. Calvià.** Project to sink military frigate.
7. **Ibiza.** Ibiza Port Waste contamination. Sinking of Don Pedro ship.



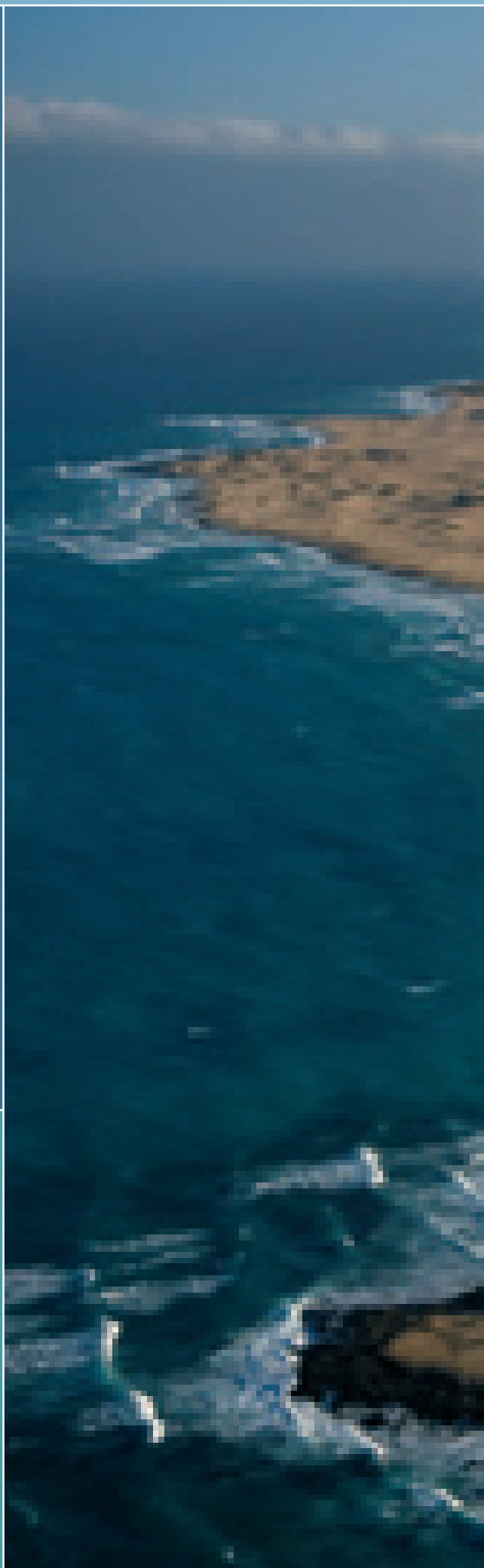
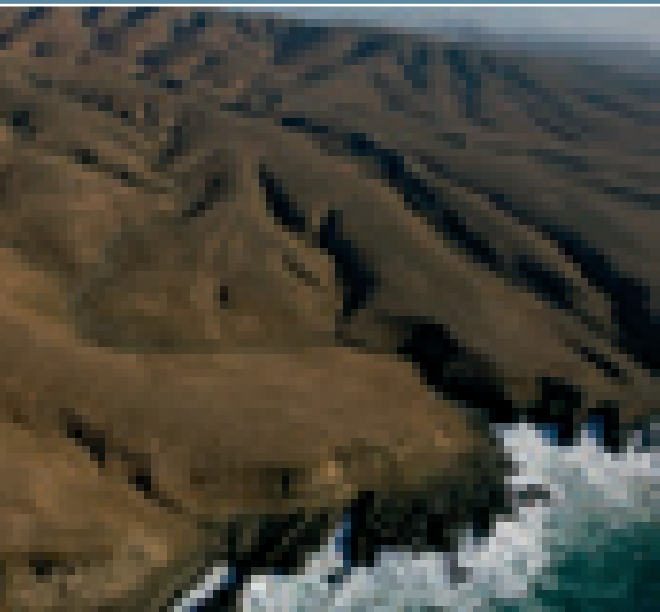




The Canary Islands have 10% artificial surface area all within one kilometre of the coast. Development has caused agricultural zones to deteriorate during the last decade and agriculture has progressively become less important to the archipelago's economy.

# Canary Islands

Fuerteventura  
coast



“Tres islas” and “Oliva Beach” hotels will stay over the Corralejo dunes due to an illegal agreement between RIU and the Ministry of the Environment



**A**s a group, the islands of the Canary Islands use up large areas of land every year. The number of homes, hotels and transport infrastructures is growing as though there were infinite space, and with some important exceptions, damage dominates. In spite of the “moratorium” in force on building for tourists, at the end of the last legislature the Canary Islands government approved three projects: Tauro, Meloneras and Abama. These projects included a total of 3,600 new beds. The councils of La Gomera and La Palma are planning to build a further 17,000 and 13,000 beds on their islands, respectively.

The Canary Islands have the dubious honour of being the Autonomous Region which, together with Andalusia, have the most mayors and councillors under investigation by the law for their involvement in planning corruption. In the light of this breach of trust, the activities of the courts may bring a little sanity to the policies being followed in the islands .

The islands are undergoing a period of heavy development in terms of infrastructures. The construction of two ports, Garachico and Tzacorte will also commence in 2008. Works are also expected to begin on the industrial port in Granadilla. The budget also includes sums for Gran Tarajal, La Restinga, Ózola, Tzacorte, Puerto del Carmen, Puerto de Vueltas, Morro Jable, Garachico and Puerto de Playa Santiago. Other activities are planned in Guía de Isora, Puerto de la Cruz, Agaete, Playa Blanca and Corralejo.

Lastly, it must not be forgotten that the Canary Islands is facing a serious pollution problem affecting the coast and the sea. The Environmental Reports prepared by the Canary Islands Government mention over 200 illegal tips distributed among the seven islands. This, together with the threat posed by continuous visits from vessels carrying hydrocarbons, should make the Canary Island Governments reflect on their impact on the fight against contamination.

In summary, the Canary Islands is facing a dual situation, in that many citizens want balanced development which bears little resemblance to the current situation, while a few are interested only in personal profit.

## Urbanism

### Planning violations in the courts

#### FUERTEVENTURA. EL COTILLO

The Majanicho Zoning Plan, in a virgin coastal area to the north of Fuerteventura, was rescinded in 2006 by the High Court of Justice. This decision is currently being appealed by the developers.

#### GRAN CANARIA. FIRGAS

Former mayor of Firgas José Ramón Henríquez and others have been accused of planning breach of trust, misuse of public funds and damaging historical heritage after demolishing a house listed on its ethnographic charter.

#### GRAN CANARIA. MOGÁN

**Operación Góndola** is accusing public officers of the alleged crimes of misuse of public office, bribery, misappropriation of public funds, illegal negotiations and activities in relation to planning management in this municipality.

## Planning violations in the courts

### GRAN CANARIA. SAN BARTOLOMÉ DE TIRAJANA

At the end of 2007, the commission accused three former Mayors of San Bartolomé de Tirajana; José Juan Santana, Marco Aurelio Pérez and Concepción Narváez of various crimes relating to the execution of a planning agreement in El Tablero.

### GRAN CANARIA. SANTA BRÍGIDA

Operation Brisnan investigates whether the former Councillors Luis Troya and Maria Teresa Vega and the former Mayor Antonio Díaz committed crimes of misuse of public office, misuse of public funds, forgery and illegal negotiations in the granting of a planning licence in El Palmeral.

### GRAN CANARIA. TELDE

The Faycan Case accused thirty people associated with the local Council of allegedly charging illegal commissions.

### LANZAROTE. HARÍA

The Supreme Court has overturned the acquittal of Juan Ramírez, the former Mayor of Haría, of the crime of forgery in relation to the Villa Dolores estate.

### LANZAROTE. YAIZA AND TEGUISE

Two courts investigated if former mayors of Yaiza, José Francisco Reyes, and Teguisse, Juan Pedro Hernández, committed the crimes of authorising, during the review process of the Lanzarote Land Zoning Plan, the construction of 22 tourist complexes at Playa Blanca (Yaiza) and Costa Teguisse (Teguisse).

### LA GOMERA. ALEJERÓ

The Councillor for Land Planning and the Environment of La Gomera, Antonio Javier Trujillo Bernal, has been accused of misuse of public office and breach of trust for modifying the Island Zoning Plan to legalise two rural hotels owned by his family. The President of the Cabildo (Island Council) Casimiro Curbelo has also been implicated.

### LA PALMA. TAZACORTE

The Canary Islands Anticorruption Department is investigating the construction of a residential building in Los Tarajales on land not classified for building.

### TENERIFE. ARONA

Technical Architects Roberto de Luis and Zenón Rodríguez, the former Municipal Architect, Eliseo de La Rosa and the Businessman Arsenio Zamora, are accused of bribery, misuse of public office and breach of trust for charging commissions to change development licences.

## Planning violations in the courts

### TENERIFE. ICOD DE LOS VINOS

The Tenerife Public Prosecutors Office has charged former Mayor Juan José Dorta, and seven councillors of its Board for alleged development illegalities and misuse of public office to grant licences for illegal works.

### TENERIFE. SANTA CRUZ DE TENERIFE

The courts have uncovered incidences of illegal commission payments to Canary Island Coalition public officials in the construction of the San Andrés marina and land rezoning in Tahodio Valley. There are 14 people under investigation. Among them, Miguel Zerolo, Mayor of Santa Cruz, Luis Suárez Trenor, former President of the Tenerife Port Authority and Businessman, José Ana Pérez Labajos.

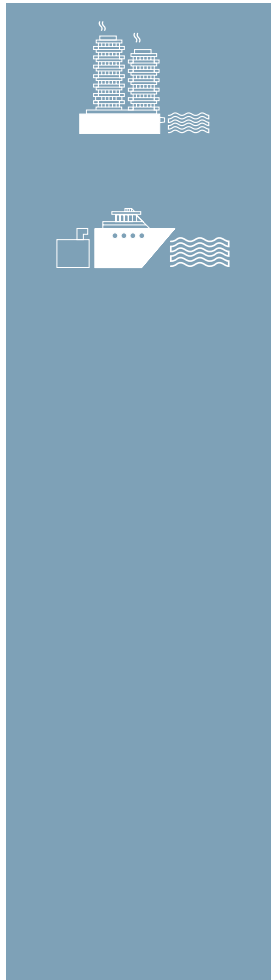
### TENERIFE. SANTA CRUZ DE TENERIFE

Anticorruption is investigating the planning corruption scheme for the sale of plots bordering Teresitas Beach to the Town Council. Twelve people, including the local Mayor Miguel Zerolo and the Businessman Antonio Plasencia, are accused.

## Fuerteventura: the green fraud



The Cabildo (Island Council) of the island of Fuerteventura promotes its beaches as “the best in the Atlantic”, but its policies do not defend public interest, as can be seen from the many planning agreements it has signed. This is confirmed in the case of the Majanicho Zoning Plan, developed in a virgin coastal area to the north of Fuerteventura, rescinded by the Canary Islands High Court of Justice in 2006 although the project had the support of the Oliva Town Council and the Island Council (Cabildo). At present, the development company, Nombredo S.L. has appealed the sentence before the Supreme Court.



Coastal law is not obeyed in Fuerteventura. The Constitutional Court finally declared the “Oliva Beach” and “Tres Islas” hotels were constructed on public land on the Corralejo dunes. However, after pressure from the RIU hotel chain, the Ministry of Environment endorsed an agreement that they could expand on the dunes. They will not be the only hotels in this zone. Three large buildings with five floors and a height of 17 metres have recently been approved.

In the south, in Pájara, the construction on the coast has not stopped either. The most spectacular case is the Canalbión Zoning Plan that went ahead with expired licences, destroying one of the most significant coastal zones on the Fuerteventura landscape.

## La Palma and Tazacorte choose aggressive development

The La Palma council plans to double the number of accommodation places with an additional 13,000 beds. It has also proposed five new golf courses, several ports, an airport and roads that will link this scattered tourist infrastructure to be constructed on protected countryside.

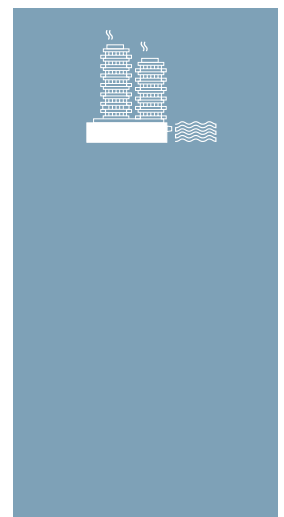
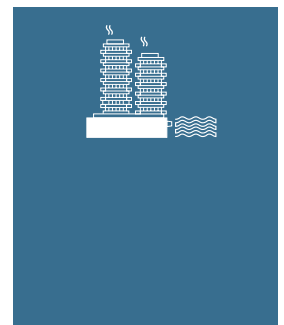
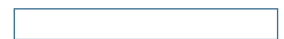
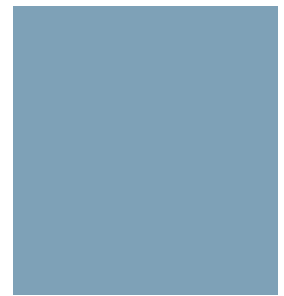
A clear example of corporate ambition at the cost of the environment is the **Tazacorte** Town Council decision to develop the coastal fringe. The Public Prosecutors Office is investigating a residential building constructed in the Los Tarajales zone, on land that, after several rulings, is not classified for building. Meanwhile, some of the dwellings in question have been sold and the construction work continues.

## Teguisse and Yaiza (Lanzarote): 22 licences rescinded without demolition

In the year 2000 Lanzarote island approved a tourist moratorium that limited the number of tourist accommodation places that could be built, and forced new hotels to have more than four stars. In spite of the ban, Yaiza and Teguisse granted licences to build 15,000 new tourist accommodation places.

The Canary Islands High Court of Justice has rescinded 22 licences for tourist complexes which were granted by two town councils. They are now facing demolition. In total, 7,721 tourist accommodation places are pending similar appeals which will make the 15,000. The hotels; Meliá Volcán, Iberostar Papagayo, Gran Castillo, Natura Palace, Rubicón Palace, Papagayo Arenas and Son Bou are among the biggest complexes rescinded. Add to these are the Princesa Yaiza and several apartment hotels, the Colradamar and another six still under construction.

Additionally, the former Mayor of Yaiza, José Francisco Reyes, and of Teguisse, Juan Pedro Hernández are under investigation for planning breach of trust and fraud involving public documents to grant licences.



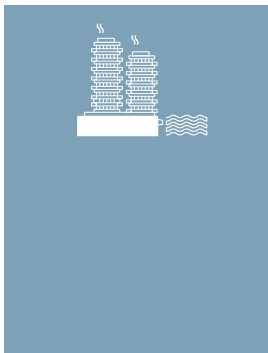


### Santa Cruz de Tenerife: operations of dubious legality

The two biggest anti-corruption initiatives in Santa Cruz de Tenerife had a common denominator: the Mayor. The court suspects that Miguel Zerolo may have committed several criminal acts.

In the first case, the Anticorruption Department is investigating possible misappropriation of public funds by public officials, misuse of public office in the sale to the Santa Cruz de Tenerife Town Council of plots adjoining Las Teresitas Beach in September 2001 by the Las Teresitas Investment Society. In May 2007 the Supreme Court ruled to annul these transactions where an agreement on price between the buyer and seller exists. A dozen people, including the Mayor Zerolo and Businessman Antonio Plasencia are accused.

In the investigation into the Philatelic Forum scandal, by Justice Garzón of the National Court, telephone conversations were recorded involving alleged payments of commissions to millionaire public officials of the Canary Islands Coalition to allow the construction of San Andrés sporting port by the company Parque Marítimo de Anaga, S.A. – an affiliate of the Philatelic Forum and the rezoning of land in Tahodio Valley. According to the Money Laundering department, Forum’s investments in the Canary Islands were used for laundering drug trafficking money. To date, 14 people are accused, again including the Mayor Santa of Cruz de Tenerife, Miguel Zerolo, the former President of the Santa Cruz Port Authority, Luís Suárez Trenor and various officials of the Philatelic Forum, among others.



### Tenerife. Jinámar (Telde): shopping by the beach

In December 2003, Telde Town Council granted a licence to Promociones Horneras S.L. to build a shopping centre on the seafront. The Town Hall had no right to grant such a licence as stated in the decision of the Supreme Court of Justice. Despite this, the Jinámar Shopping Centre is still being built.

This large building and its associated infrastructure are being built on public land and a coastal easement zone, occupying part of a protected natural space and public domain. In addition, the works do not conform to the licence and far exceed what was stipulated when it was granted. In his report, the public prosecutor acknowledges the invasion of the beach but has not taken any forceful or compensatory measures for the environmental crimes that have been committed.





## Infrastructures

### Maspalomas (Gran Canaria): stealing the sand



According to a study from the Gran Canaria and Cantabria Universities, the sand and dunes that form the dunas de Maspalomas Special Nature Reserve to the south of Gran Canaria, will disappear in 90 years because of insufficient sand flow<sup>xxx</sup>. The study is based on data that shows that the dunes lost seven and a half million cubic metres of sand between 1961 and 2003. An erosion process that has been accelerated by the actions of man.

New activities that will accelerate the disappearance of this environment are in progress. The design of new beaches around the island will remove almost 5.6 million cubic metres of sand from the underwater banks of Pasito Blanco to regenerate 18 beaches to the south of Gran Canaria, without any studies being carried out.

If nothing is done to stop this, the natural environment will lose another battle and the Pasito Blanco sands, which are essential to supply the Maspalomas dunes, will be taken away. This section of beach is now enclosed by the playa del Inglés and Las Meloneras urbanisations. Without the natural support of the Pasito Blanco, walking paths will completely disappear.





## Granadilla Port (Tenerife): research, development and innovation for Los Sebadales



Ecologist and social groups battle are fighting an ongoing battle against the Granadilla Port. The European Commission recognises that infrastructure on the Granadilla coast is causing serious environmental damage. Despite this, European environmental authorities ruled in favour, justifying the serious environmental impact by claiming that no other alternatives exist for the growth of port facilities on the island.

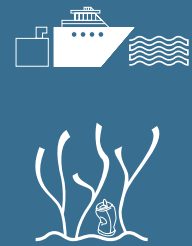
Ben Magec-Ecologists in Action, Greenpeace, SEO/BirdLife and WWF/Adena has presented eight different alternatives for port growth to the European Commission, demonstrating that the existing port of huge dimensions in the capital Santa Cruz de Tenerife has many expansion possibilities. All the alternatives were rejected by the Commission without adequate explanation. A complaint has been submitted to the European Public Defender where investigations are in progress.

If nothing is done to stop this, the marine communities and beaches on the south east of Tenerife, up to now in magnificent condition, will be lost forever.

## Teno-Rasca (Tenerife): several infrastructures for protected land

Among the places protected by the European Habitats Directive and listed as of Sites of Community Importance (SCI) in the Macaronesian Region (Atlantic Islands north of the African continent), is the LIC-SCI "Teno-Rasca Marine Fringe". Located south east of Tenerife, it has unique assets such as a resident population of various species of cetaceans. Nevertheless, concrete continues to be poured without clear management directives.

Fonsalía, on San Juan beach (Isora Guide), is one of the most important strategic points on the island for infrastructure development in the coming years. A huge commercial port for passenger transit is projected for this enclave in the Teno-Rasca LICSCI. Despite the importance of this ecosystem, the Canary Islands Government estimates a low environmental impact. A new four-lane highway in this zone will connect Santiago with Teide-Adeje which will join the south island ring. A train will also stop in the south. There can be no doubt that this region is undergoing radical changes that in no way resemble the sustainable development suggested by the LICSCI.



## Pollution

### Salinetas (Gran Canaria): new coastal pipeline

In October 2007, the break of the fuel supply pipeline belonging to the DISA (Distribuidora Industrial, S.A.) company in Salinetas, led to more than ten tonnes of fuel being discharged onto the Bocabarranco and Las Gaviotas beaches, causing an oil slick measuring more than 600 metres. This pipeline supplied fuel to the Unelco-Endesa Thermal Power Plant, to the south of Las Palmas de Gran Canaria.

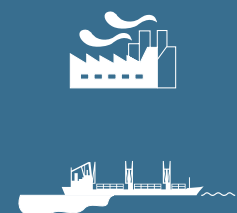
The DISA pipeline crosses the Las Gaviotas beach practically through the air. This stretch should not have been permitted because it poses such serious risks to the sea. The Las Gaviotas beach is a protected nature zone belonging to the Jinámar Scientific Interest Site. A change of route for the pipeline would have prevented the spill last October, which was the third since the year 2000. The pipeline needs to be re-routed urgently.



### Cepsa in Tenerife: a hydrocarbon pollution centre

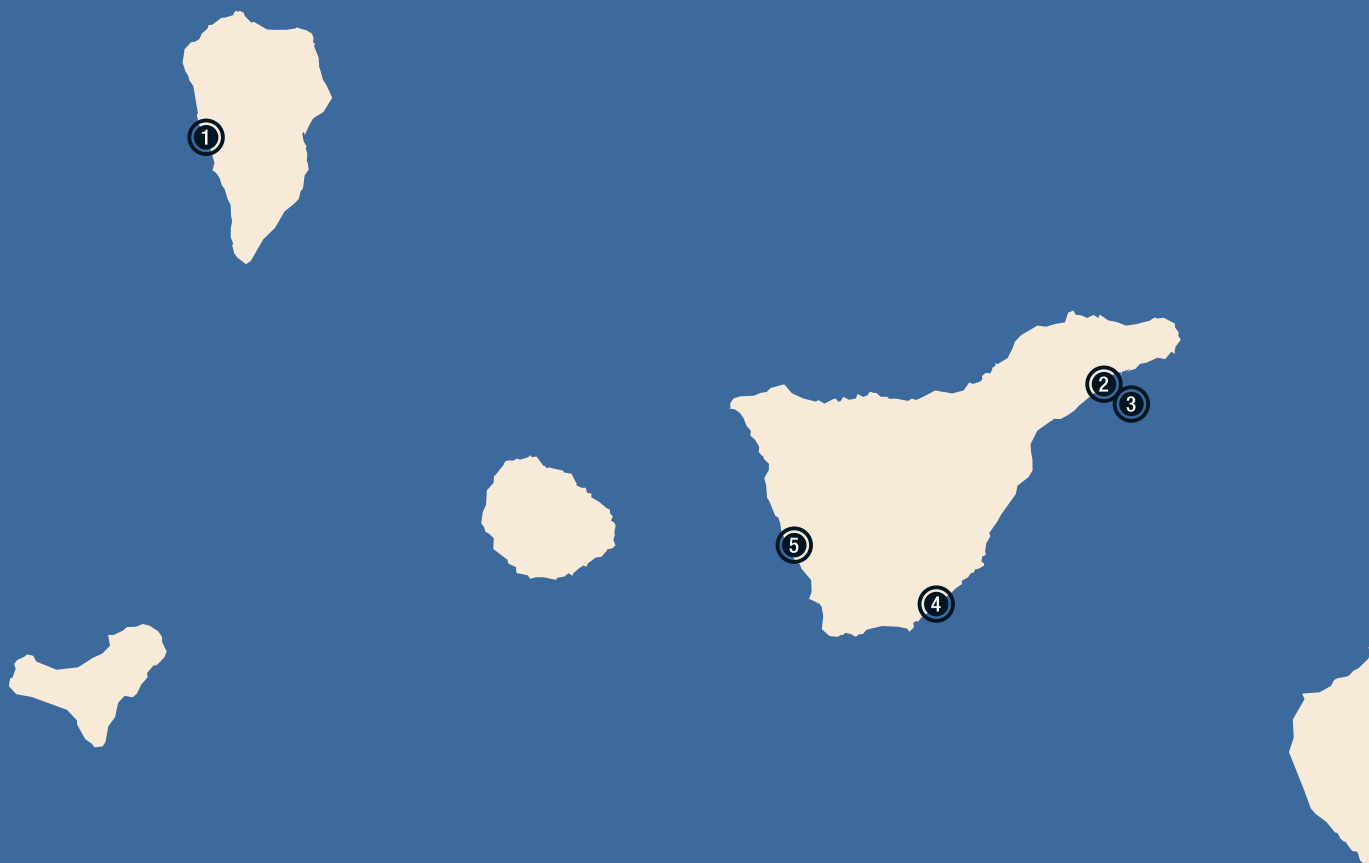
The CEPESA petrochemical plant in Tenerife produces more than 4.3 million tonnes of petroleum products every year, as well as significant amounts of contaminating waste (more than 5,500 tonnes of contaminating substances) which is discharged within 200 metres of the coast. The pressure from hydrocarbon contamination is increasing constantly as a result of the bunkering that frequently takes place in the port of Santa Cruz, making use of supplies from CEPESA. In 2007, ships bunkered 457,702 tonnes and made 558 stop-offs, surpassing the previous year's data by almost 50%.<sup>xxx</sup>

The cogeneration power plant next to the refinery is also owned by CEPESA, and dumps directly into the breakwater where the seawater intake well is found. Pre-treatment of the effluent consists of diluting it with seawater to lower the temperature to below 30°C with a salt content of 42,400 ppm<sup>xxx</sup>. This waste is potentially highly toxic as it contains mercury, lead and Polycyclic Aromatic Hydrocarbons (PAHs).



# Black spots

1. **La Palma. Tzacorte.** Special Territorial Plan for Tourist Development.
2. **Los Tarajales.** Development on land not classified for building under investigation by the Public Prosecutor's Office.
3. **Tenerife. Santa Cruz de Tenerife. Las Teresitas and Marina de San Andrés.** Corruption.
4. **Tenerife. Santa Cruz de Tenerife. Cepsa.** Hydrocarbon contamination.
5. **Tenerife. Granadilla Port.** Destruction of the stretch of coast and impact on the SCI.



**6. Tenerife. Puerto de Fonsalía.** Impact on the Tenorasca SCI.

**7. Gran Canaria. Telde.** Jinámar Shopping Centre built illegally in spite of a judgement having been made against it.

**8. Gran Canaria. Maspalomas.** Sand extracted in Pasito Blanco affecting the dunes.

**9. Gran Canaria. Salinetas.** Disa supply pipeline. Dangerous tipping.

**10. Fuerteventura. El Cotillo. Corralejo.** Development.

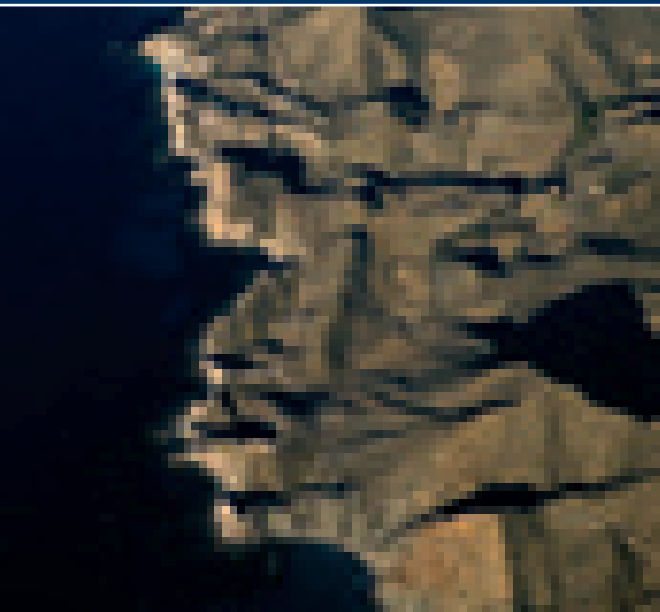
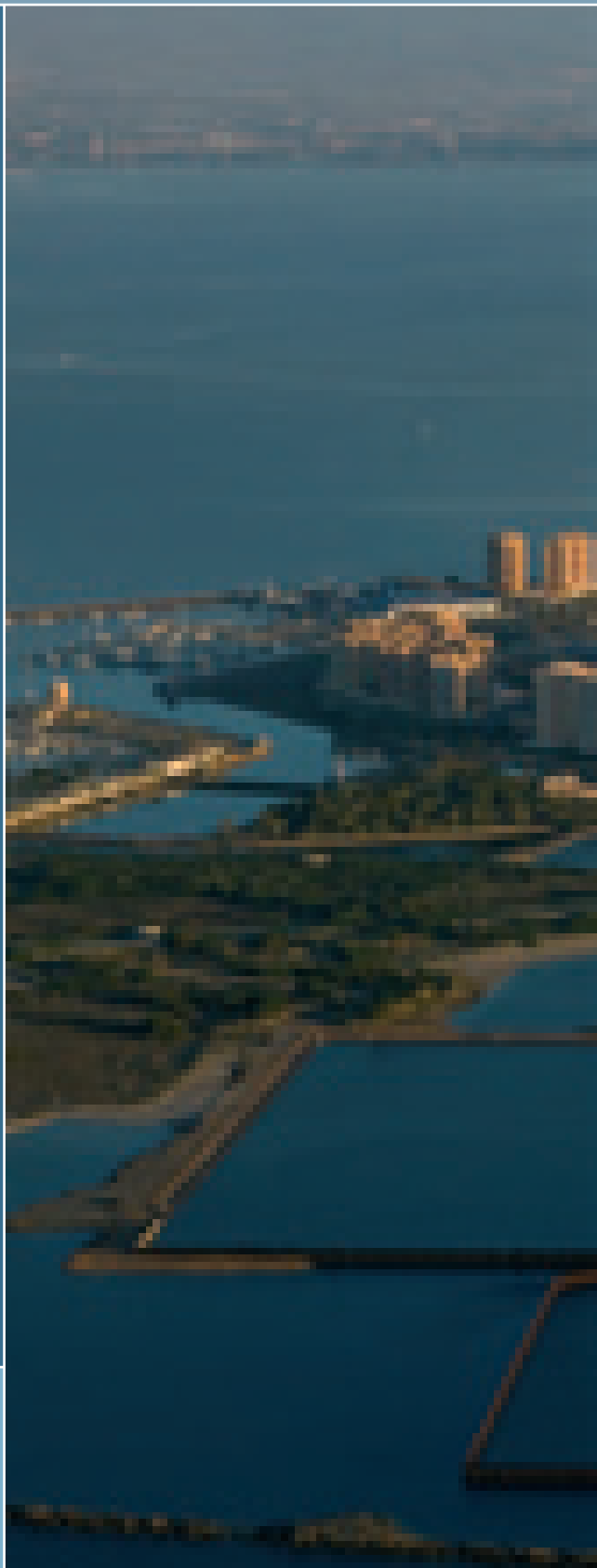
**11. Lanzarote. Yaiza and Teguse.** Twenty-two hotel illegal building licences withdrawn.



In the last decade, the Murcia Region has experienced the largest relative increase in artificial land in Spain (62%), affecting 14,000 hectares. The demand for land along the coast has displaced activities such as agriculture. Construction zones have increased by 200% since 1987. The Murcia coast has experienced the largest increase in artificial surface area; 22.7% of the land within one kilometre of the coast.

# Murcia Region

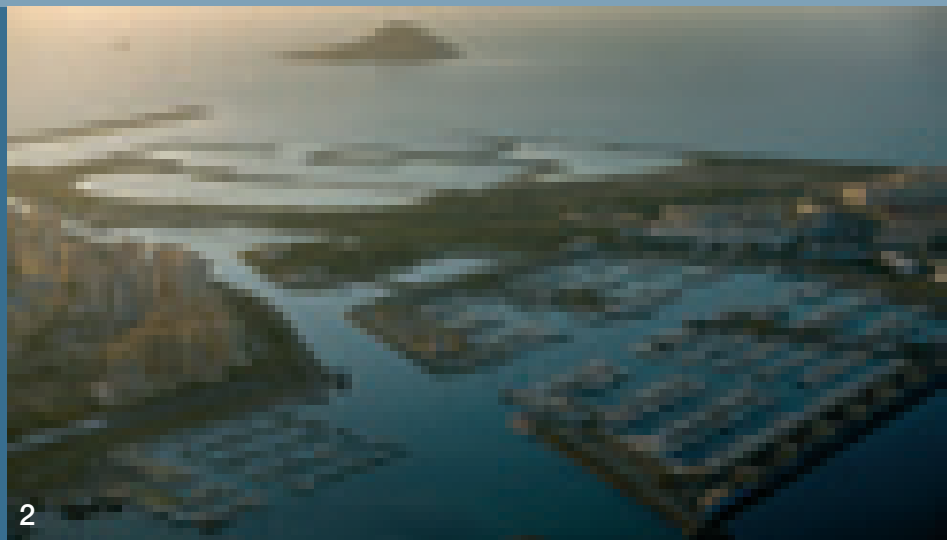
Natural Park of Puntas del Calnegre-Cabo de Cope will be invaded by the macro-village of "Marina de Cope"







1



2

## 1. Tuna farms in the Murcian coast

## 2. Puerto Mayor project intended to built dwellings over the sea

**T**he Murcia Region has one of the best preserved coasts on the Iberian peninsula, with the exception of the Mar Menor and surroundings. However, the regional executive has plans for its 274 kilometres of coast, which would perpetuate the saturation of the typical Mediterranean model. This is the case of the “Marina del Cope” Action of General Interest, promoted as the largest tourist resort in Europe and awaiting a decision from the Constitutional Court, as it has been planned on a 1,600 hectare area stolen from a natural protected space.

Murcia is the Spanish region where house prices are increasing fastest – 9.4% as opposed to the 5.8% national level, with Águilas becoming the most expensive town in the region. Building madness has left deep marks on the Murcia region. In all senses. The false expectations created around building speculation have led to the whole of Murcia being put up for sale, and have sent ten town halls into the dock. The worst aspect of this mirage is the damage done to sites of historical and environmental importance.

The insatiable building sector has propelled the Region of Murcia into a precarious situation with regard to the zoning of its lands, development and water. Evidence of this is the large number of local and regional officials being investigated by the Public Prosecutor’s Office.

Political discussions on water are very much related to the disproportionate levels of construction seen in the Murcia region during recent years. The Authorities responsible for managing this south-eastern region of the Peninsula have always tried to provide more, never trying to limit or discourage the demand. Continuous progress has been practiced, where first of all a need is created and then demands are made that it be satisfied, whether or not there is any legal basis for this. This has led to the creation of tens of thousands of hectares of irrigation tanks, wells and illegal pipelines, as well as the construction of new golf courses and tourist resorts, which require large amounts of water.

The construction of new sporting ports is constant all along the coast. There are currently several applications for new ports in the pipeline, as well as applications for permits to extend those already existing. Over the next few years it is expected that the number of facilities and moorings in the ports of Mazarrón, Águilas, San Pedro del Pinatar, Cartagena and Los Alcázares, will increase those currently available by at least 3,000 moorings.

**Just like so many other coastal regions, the forgotten aspect of the management of coastal areas is contamination. The United Nations says Cartagena is a “priority black spot” and the Mar Menor is a top priority “sensitive area” in the Mediterranean for this very reason . The European Environmental Agency has highlighted the bay of Cartagena and the Escombreras valley as an “Alarm Point” because of contamination.**



## Urbanism

### Planning violations in the courts

#### ÁGUILAS

The rezoning of a protected estate known as “**La Zerrichera**” is under investigation. A resort consisting of 4,100 homes, a hotel and a golf course were planned. A dozen civil servants were involved. The Supreme Court of Justice ordered the precautionary suspension of the land rezoning for the development, which had been awarded to Grupo Hispania.

#### LOS ALCÁZARES

Operation Ninette began in 2008, and led to the arrests of former mayor of Los Alcázares, Juan Escudero, the municipal architect and his brother Mariano Ayuso, and Juan Ignacio Ayuso, the town hall clerk, Diego Sanchez, for the crime of misuse of public funds to award numerous plots at reduced costs.

#### CARTAGENA. MAR MENOR

The Public Prosecutor's office has decided to investigate the construction of the Hansa Urbana project known as Novo Carthago Beach and Golf Resort, which involves building 7,000 homes, two golf courses and several hotels in an area protected by the European Union.

#### MURCIA

Former Murcia town hall planning chief Joaquín Peñalver allegedly gave preference to several builders when valuing the land to the detriment of the local authority's coffers, in which case he will be found guilty of the crimes of breach of trust, bribery and misuse of public office.

#### PUERTO LUMBRERAS

The mayor of Puerto Lumbreras, Pedro Antonio Sánchez, the government team and the municipal architect are under investigation for the alleged crimes of breach of trust, bribery, misuse of public funds, changing prices in tenders, negotiations prohibited to civil servants, fraud and illegal extraction and misuse of public office involving a licence for works contrary to planning regulations.

#### SAN JAVIER

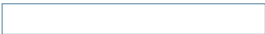
Former mayor of San Javier, José Hernández Sánchez, is accused of planning corruption. Alleged favouritism shown in public tenders is currently under investigation.

#### TORRE PACHECO AND FUENTE ÁLAMO

The mayors of Torre Pacheco and Fuente Álamo being investigated for allegedly committing the crimes of negotiations forbidden to civil servants, fraud, misuse of public funds, misuse of public office, bribery, breach of trust and revealing secrets in the processing of several real estate projects and in the resolution of infringement proceedings involving planning.

#### TOTANA

**Operation Tótem** involved more than a dozen civil servants and entrepreneurs in Totana who allegedly committed numerous planning and money laundering crimes after 59 planning agreements were approved to build 35,000 new homes in the town.

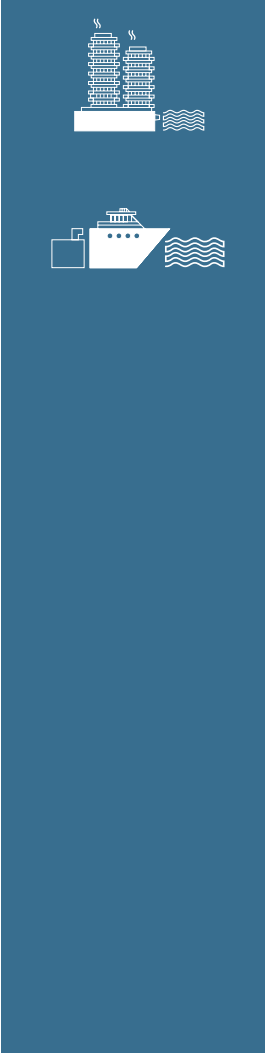


### **Novo Carthago and Lo Poyo (Cartagena): bricks on the shores of the Mar Menor**

Novo Carthago, developed by Hansa Urbana, wants to occupy 5,700,000 m<sup>2</sup> to the south of the Mar Menor with hotels and almost 7,000 homes, as well as two golf courses. It borders the controversial development of Lo Poyo, where another development was planned before being stopped by the regional government (for alleged corruption and construction on a protected space).

The Novo Carthago resort would involve turning farmland into housing developments and golf courses and damaging a protected lagoon. Two reports from the ministries of public works and agriculture, which raised objections to the project, were left out of the application process. The Public Prosecutor's office of the High Court of Justice in Murcia (TSJM) is therefore investigating possible crimes involving planning formalities and the rezoning of lands in Novo Carthago.

In spite of the serious situation facing the Mar Menor, which has five environmental protection figures but is threatened by problems involving contamination, the destruction of ecosystems and saturation by building, both projects, Novo Carthago and Lo Poyo, were approved by the Ministry for the Environment.



### **San Javier and San Pedro del Pinatar: political mud in the Mar Menor**



The Provincial court has reopened the case relating to the Las Brisas and La Veneziola housing developments after appeals were presented against the former mayor of San Javier, José Hernández and civil servants for alleged crimes of breach of trust and planning fraud.



In the neighbouring town of San Pedro del Pinatar, the Ministry for the environment indicated last year that the Marina de las Salinas de San Pedro sporting port had been approved without first evaluating the environmental impact, meaning it must be demolished because it is changed the geomorphology of the coast, as it acts as an artificial barrier and changes the supply of sand to the La Llana beach.

## Marina de Cope: amendments to deceive the environment



Among the areas most seriously affected by lack of protection are 14,000 hectares of land in Cabo Cope and Puntas de Calnegre Natural Parks which is protected by the Parliament of Murcia under the Land Law.

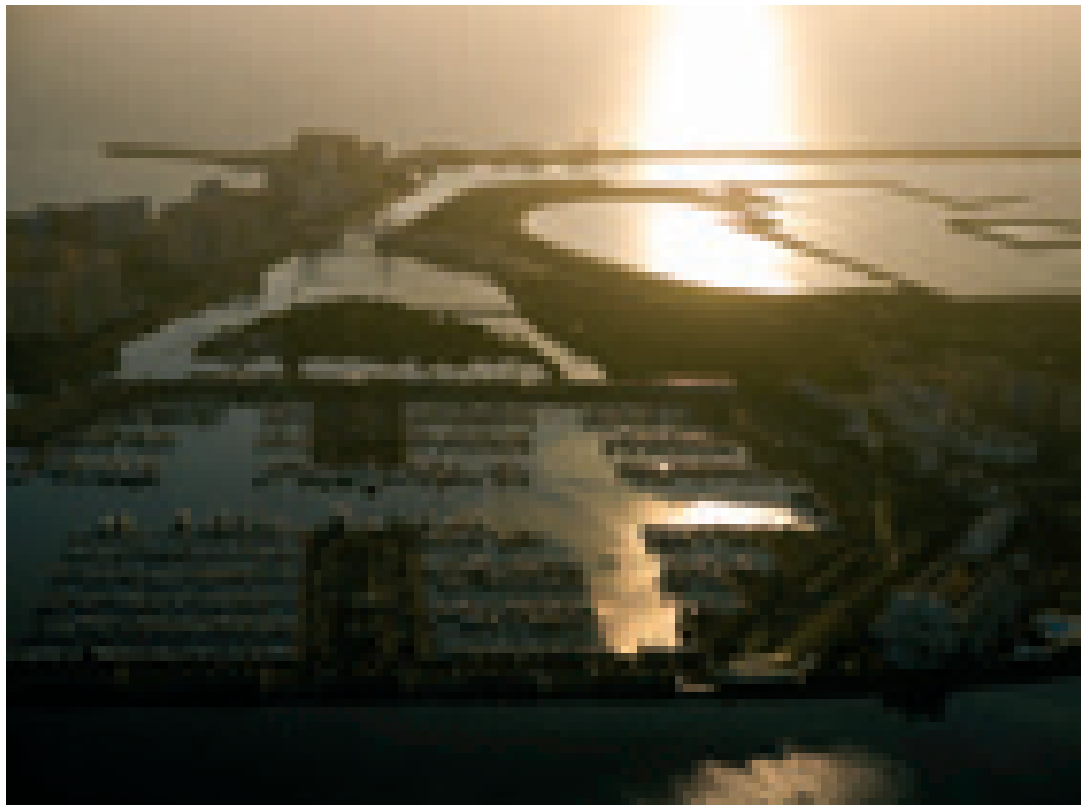
The Marina de Cope Action of Regional Interest (AIR), drafted to cover exactly the unprotected space, involves building 9,000 homes, hotel accommodation for more than 20,000 tourists, five golf courses and a sporting marina for 2,000 boats and shopping and leisure centres, which will make it Europe's largest tourist resort.

The Murcia Government showed its disdain for the institutions when it announced last year that it intended to continue to develop the AIR regardless of the findings of the Constitutional Court, which was to rule on the legality of the removal of the protection.





## La Manga and the Mar Menor: water up to the neck



Two initiatives of the Ministry of the Environment in 2007 were fundamentally aimed at the Mar Menor, the largest salt lagoon in Europe, and La Manga, the 24-kilometre tongue of sand separating the Mar Menor from the Mediterranean. These are the Strategy for the Sustainability of the Coast and the Action Plan for the Mar Menor area. The seriousness of the situation means that both proposals need to be applied as a matter of urgency. Now it is a matter of seeing if they will just remain on paper or whether they will be put into effect before it is too late.

The Strategy for the Sustainability of the Coast on the Murcia Region coastline is essentially based on a moratorium on development in La Manga, where there is scarcely any land still free of buildings. The Ministry of the Environment is also proposing to expropriate buildings and land in the public land-sea domain, finish marking off and limiting the public coastal area and buying land zoned for building.

In the meantime, the Action Plan for the Mar Menor area proposed by the Ministry for the Environment with the participation of national and regional government, the tourist and fishing industries, ecological associations, etc, suggests a series of actions that will put a stop to the degradation of the landscape and the environment suffered by this area during recent decades.

Especially important are the pollution problems in the Mar Menor, where it is still common for untreated or inadequately treated sewage to be dumped in the sea.

## Infrastructures

### El Gorguel: the macroport expansion in Cartagena



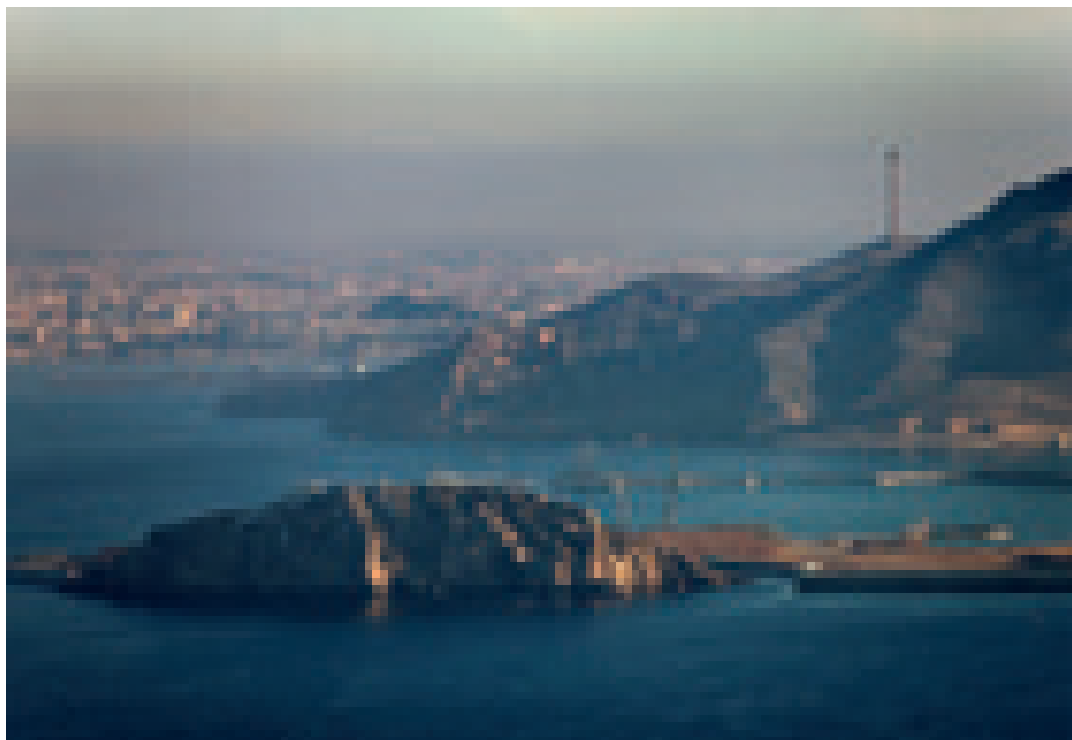
The Cartagena Port Authority intends to build a huge container terminal and logistics support zone in El Gorguel, on the La Fausilla coast, which has been declared a Site of Community Site Importance (LICSCI), and a Special Protection Zone Area for Birds (ZEPASPA) integrated into the *Natura 2000* network. This infrastructure involves continuing with actions with great environmental impact such as those carried out in the Escombreras macroport, which is still unfinished, and has led to the disappearance of 20 hectares of coastal mountains and the construction of half a million square metres of artificial surface on the sea.

The project has been rejected by the plenary session of La Unión Local Authority, but not by the Government of the Region of Murcia, which has given its unconditional support, as has the State Port Authority, which financed the previous viability studies and has provided a line of credit to co-finance the project.

## Pollution



### Cartagena Bay-Valle de Escombreras: toxicity at all cost



Cartagena bay is one of the points of the Spanish coast that has suffered most damage from hydrocarbons and heavy metals. The European Environmental Agency has highlighted the area as a Mediterranean pollution "Alarm Point"<sup>xxxiii</sup>.

This situation has been caused because the waters in Cartagena and Escombreras and their sediments are polluted by high concentrations of heavy metals such as mercury, zinc and copper, with limits far above those permitted. Polycyclic aromatic hydrocarbons (PAHs) have also been detected.

The levels of contamination and the toxicity of the waste produced in the Cartagena area do not only affect the environment. Epidemiological studies carried out on a national scale<sup>xxxiv, xxxv</sup> on cancers of the lung, blood (myeloma), larynx and lung, show Cartagena has a higher rate than the Spanish average, which seems to confirm a higher incidence of these tumours in industrial areas.

## Portmán Bay: toxic cocktail on the seafront



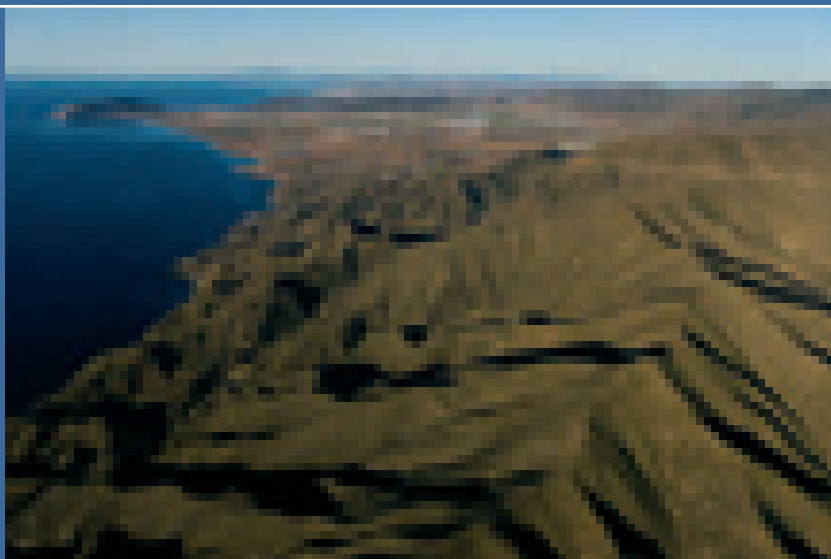
Portmán bay contains more than 60 million tons of mineral waste comprising not only the remains of the minerals extracted (carbonates and lead sulphur, iron, zinc, copper, iron oxide, lead, magnesium), but also the majority of the compounds used to treat these minerals (sodium cyanide, sulphuric acid, copper sulphate, etc).

Tipping of these was not banned until 1990, when 700 metres of beach had disappeared and the sediment had found its way 12 kilometres in the sea to a depth of 150 metres. This mineral waste is a toxic cocktail with an acid pH that is mobilising the bottom of the bay out to sea. There are currently plans to start recovering the area in 2009. It will be necessary to pay particular attention to the way these sediments are extracted and the areas in which this is done, if we do not want to repeat the environmental catastrophe in the area.



# Black spots

1. **San Javier-San Pedro del Pinatar.** Planning corruption. Damage to protected areas.
2. **La Manga and the Mar Menor.** Numerous treats from contamination and development.
3. **Cartagena. Novo Carthago and Lo Poyo.** Development in protected areas.
4. **Portmán Bay.** Serious contamination from mineral residues
5. **Cartagena. El Gorguel.** Project to build a macroport.
6. **Cartagena Bay-Escombreras Valley.** Serious industrial waste pollution.
7. **Águilas-Lorca. Marina de Cope.** Macro-development, golf courses and sporting port.







- <sup>i</sup> Actualización y mejora del Baseline Budget Español (2005). Informe del Ministerio de Medio Ambiente para el Convenio de Barcelona. 68 p.
- <sup>ii</sup> Barbado, J. (2007). Algo pasa en el sureste español. *Revista Médica*. 82, 12-20.
- <sup>iii</sup> Situación actual y estimación de la evolución del estado ambiental de la ría de Huelva (1992). Expediente 16/92-C-00. Junta de Andalucía.
- <sup>iv</sup> Agencia Europea de Medio Ambiente (2007). *Prioridades Ambientales del Mediterráneo*. Agencia Europea del Medio Ambiente y Ministerio de Medio Ambiente. España. 86 p.
- <sup>v</sup> Junta de Andalucía (2007). *Plan Andaluz de Acción por el Clima. 2007-2012. Programa de Mitigación*.
- <sup>vi</sup> Estudio sobre "Hot Spots" industriales y áreas sensibles con impacto en el Mar Mediterráneo (2005). Informe del Ministerio de Medio Ambiente para el Convenio de Barcelona. 73 p.
- <sup>vii</sup> Datos extraídos del Registro Estatal de Emisiones y Fuentes Contaminantes. <http://www.eper-es.es>
- <sup>viii</sup> Aguas costeras y de transición. Panel Científico Técnico de Seguimiento de la Política del Agua. (2007) Jordi Salat. Instituto del Ciencias del Mar (CSIC) Barcelona.
- <sup>ix</sup> PNUMA/OMS. 1999. Identification of Priority Hot Spots and Sensitive Areas in the Mediterranean. *MAP Technical Reports Series No. 124*. UNEP: Atenas.
- <sup>x</sup> Datos del Registro Estatal de Emisiones y Fuentes Contaminantes. <http://www.eper-es.es>
- <sup>xi</sup> PNUMA/PAM (2004). *Transboundary Diagnostic Analysis*. Atenas. 318 págs.
- <sup>xii</sup> *Prioridades Ambientales del Mediterráneo*, Agencia Europea del Medio Ambiente, 2006
- <sup>xiii</sup> Ibañez C, Prat N, Canicio A, Curcó A (1999) El Delta del Ebro, Un sistema amenazado.
- <sup>xiv</sup> Estudio sobre "Hot Spots" industriales y áreas sensibles con impacto en el Mar Mediterráneo (2005). Informe del Ministerio de Medio Ambiente para el Convenio de Barcelona
- <sup>xv</sup> PNUMA/OMS. 1999. Identification of Priority Hot Spots and Sensitive Areas in the Mediterranean. *MAP Technical Reports Series No. 124*. UNEP: Atenas.
- <sup>xvi</sup> Confederación Hidrográfica del Segura (2007). Estudio general sobre la Demarcación Hidrográfica del Segura (V.4). Ministerio de Medio Ambiente. 359 p.
- <sup>xvii</sup> Habitante equivalente: es una unidad de medición de la contaminación orgánica biodegradable que representa la carga media de dicha contaminación producida por persona al día. En la directiva se especifica que es de 60 gramos de DBO 5 (demanda bioquímica de oxígeno de cinco días) por día.
- <sup>xviii</sup> Estudio sobre "Hot Spots" industriales y áreas sensibles con impacto en el Mar Mediterráneo (2005). Informe del Ministerio de Medio Ambiente para el Convenio de Barcelona. 73 p.
- <sup>xix</sup> Ministerio de Medio Ambiente (2007). Estudio general sobre la Demarcación Hidrográfica del Júcar. Programa AGUA. 202 p.
- <sup>xx</sup> Greenpeace (2008). Contaminación en España. 95 p.
- <sup>xxi</sup> OSPAR Commission (2007). 2006/2007 CEMP Assessment - Trends and concentrations of selected hazardous substances in the marine environment. 63 p.
- <sup>xxii</sup> Prego, R. & Cobelo, A. (2003). 20th Century overview of Heavy Metals in the Galician Rias (NW Iberian Peninsula). *Environmental Pollution*, 121: 425-452.
- <sup>xxiii</sup> Beiras, R. J. Bellas, N. Fernández, J.I. Lorenzo y A. Cobelo-García (2003). Assessment of coastal marine pollution in Galicia (NW Iberian Peninsula); metal concentrations in seawater, sediments and mussels (*Mytilus Galloprovincialis*) versus embryo-larval bioassays using *Paracentrotus lividus* and *Ciona intestinalis*. *Mar. Environ. Res.*, 56: 531-553
- <sup>xxiv</sup> Beiras R, Fernández N, Bellas J, Besada V, González-Quijano A, Nunes T (2003). Integrative assessment of marine pollution in Galician estuaries using sediment chemistry, mussel bioaccumulation, and embryo-larval toxicity bioassays. *Chemosphere*; 52(7):1209-24
- <sup>xxv</sup> 2006/2007 CEMP Assessment - Trends and concentrations of selected hazardous substances in the marine environment (2007). Convenio OSPAR
- <sup>xxvi</sup> Prego, R. & Cobelo, A. (2003). 20th Century overview of Heavy Metals in the Galician Rias (NW Iberian Peninsula). *Environmental Pollution*, 121: 425-452.
- <sup>xxvii</sup> Beiras, R. J. Bellas, N. Fernández, J.I. Lorenzo y A. Cobelo-García (2003). Assessment of coastal marine pollution in Galicia (NW Iberian Peninsula); metal concentrations in seawater, sediments and mussels (*Mytilus Galloprovincialis*) versus embryo-larval bioassays using *Paracentrotus lividus* and *Ciona intestinalis*. *Mar. Environ. Res.*, 56: 531-553
- <sup>xxviii</sup> Agencia Europea de Medio Ambiente (2007). *Prioridades Ambientales del Mediterráneo*. Agencia Europea del Medio Ambiente y Ministerio de Medio Ambiente. España. 86 p.
- <sup>xxix</sup> Conselleria de Medi Ambient (2005). Aplicación de la Directiva Marco para las políticas del agua en la demarcación de baleares. Resumen ejecutivo de los artículos 5 y 6 de la Directiva Marco del Agua. Govern de les Illes Balears. 196 p.
- <sup>xxx</sup> Dirección General de Costas. Ministerio de Medio Ambiente. (2007). Estudio Integral de las playas y dunas de Maspalomas. Coord. Raúl Medina. Universidad de Gran Canaria y Universidad de Cantabria.
- <sup>xxxi</sup> Aumenta en 2007 el número de buques que repostan en el Puerto de Santa Cruz (17/01/08) [http://www.puertosdetenerife.org/Portal.aspx?p\\_ObjId=5383&p\\_PObjId=4378&VerDet=true](http://www.puertosdetenerife.org/Portal.aspx?p_ObjId=5383&p_PObjId=4378&VerDet=true)
- <sup>xxxii</sup> "Estudio de la Contaminación del Litoral de Canarias". Documento remitido a Greenpeace por la Consejería de Medio Ambiente y Ordenación Territorial del Gobierno de Canarias el 8/02/2008.
- <sup>xxxiii</sup> Agencia Europea de Medio Ambiente (2007). *Prioridades Ambientales del Mediterráneo*. Agencia Europea del Medio Ambiente y Ministerio de Medio Ambiente. España. 86 p.
- <sup>xxxiv</sup> López-Abente, G. et al. (2007). *Atlas Municipal de Mortalidad por Cáncer en España 1989-1998*. Centro Nacional de Epidemiología, Instituto Nacional Carlos III. 152 p.
- <sup>xxxv</sup> Benach, J. et al. (2001). *Atlas de mortalidad en áreas pequeñas en España (1987-1995)*. Universidad Pompeu Fabra. 114 p.

# DESTRUCTION AT ALL CO[A]ST 2008

REPORT ON THE SPANISH COAST SITUATION  
English summary

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A digital version of the report is available at:  
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